





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAN,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain W. A. Valentine.

"NANNING," 569 tons, C. Burchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kunehuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Han, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.  
Canton to Tak Hing.....Single \$12.50. Return \$21.00.  
Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.,

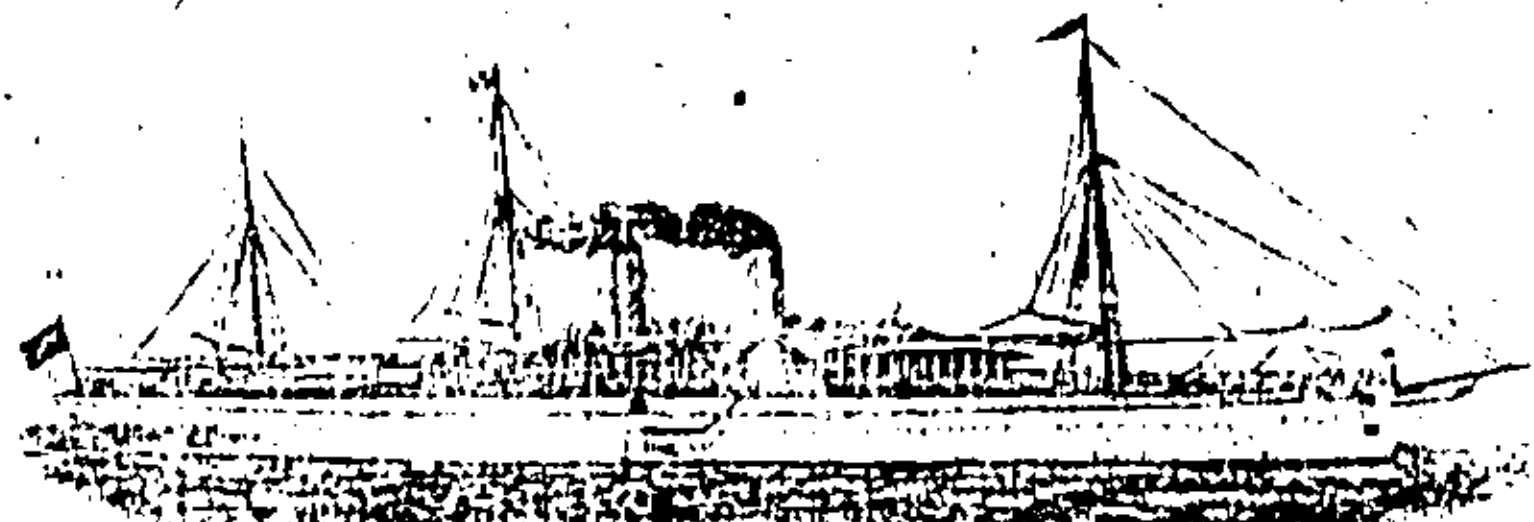
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st July, 1905.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, H.C.) SAVING 1 TO 7 DAYS ACROSS THE PACIFIC. PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamer.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPEROR OF JAPAN,"	5,600	H. Pybus, R.N.R.	WEDNESDAY, 12th July.
"EMPEROR OF CHINA,"	5,600	R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN,"	2,440	S. Robinson, R.N.R.	WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA,"	5,600	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.
"TARTAR,"	4,425	W. Davison, R.N.R.	WEDNESDAY, 13th Sept.

Hongkong to London, 1st Class.....£40. 1st Class Rail.....£42.  
Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40. 1st Class Rail.....£42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (H.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, 9, Fadder's Street.

## HAMBURG-AMERIKA LINIE. OSTAISIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA.....	HAVRE, ANTWERP and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th July. Freight.
SITHONIA.....	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	16th July. Freight.
ACILIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	16th July. Freight.
ALESIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	9th August. Freight.
SAMBIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	23rd August. Freight.
RHENANIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	6th Sept. Freight and Passengers.
VANDALIA.....	NEW YORK VIA SUEZ. (Calling at S'PORE, PENANG & COLOMBO).	about beginning of Oct. Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and cabins amply lighted throughout by Electricity. Duty qualified Doctor and Stewardesses are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE.

No. 1, Queen's Buildings.

Hongkong, 4th July, 1905.

## D. NOMA, TATTOOER 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN.....	WEDNESDAY, 19th July.
SCHARNHORST.....	WEDNESDAY, 2nd August.
PRINZ HEINRICH.....	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 30th August.
RUSSSEN.....	WEDNESDAY, 13th September.
RODER.....	WEDNESDAY, 27th September.
GNEISENAU.....	WEDNESDAY, 11th October.
PRINZESS ALICE.....	WEDNESDAY, 25th October.
SACHSEN.....	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD.....	WEDNESDAY, 6th December.
PRINZ HEINRICH.....	WEDNESDAY, 20th December.

ON WEDNESDAY, the 19th day of July, 1905, at Noon, the Steamship SACHSEN, Captain F. von L. Petersen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 17th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 18th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 18th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR.....	3,327	TUESDAY, 15th July.
PRINZ SIGISMUND.....	3,302	TUESDAY, 22nd August.
WILLEHAD.....	4,761	TUESDAY, 19th September.

ON TUESDAY, the 15th July, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
KOBE & YOKOHAMA.....	PRINZ SIGISMUND.....	TUESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	PRINZ HEINRICH.....	WEDNESDAY, 19th July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.....	PRINZ EITEL FRIEDRICH.....	WEDNESDAY, 2nd August.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO.,

AGENTS.

Hongkong, 5th July, 1905.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-KONGMOON-KAUHONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG."

SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

Fare for the Round Trip.....\$12

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUHING, TAKING and WUCHOW. They pass through the Canton delta; and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—Messrs. BUTTERFIELD &amp; SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 5th July, 1905.

## JAVA-CHINA-JAPAN LIJN. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMAHI.....	JAPAN	First half July	JAVA PORTS	First half July
TJILATJAP.....	JAVA	First half July	JAPAN VIA SHANGHAI	Second half July
TJIPANAS.....	JAPAN	Second half July	JAVA PORTS	Second half July
BOGOZ.....	JAVA	Second half July	JAPAN VIA SHANGHAI	First half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375, ALEXANDRA BUILDINGS, 3rd Floor, Hongkong, 7th July, 1905.

## Intimations.

## REWARD OF \$5,000.

OFFERED by the Undersecretary of the ARREST and CONVICTION of any Person or Persons who are in the habit of SMUGGLING large quantities of OPIUM into this Colony. CHIN JOO HENG CO., Opium Farmers.

Hongkong, 19th June, 1905.

## NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1905.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

C. W. MEAD, C.E., President and Shanghai Manager. N. M. HOLMES, C.E., Vice-President and Hongkong Manager. A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG. Railway Hydraulic Mining and Sanitary Engineering. A Specialty made of Reinforced Concrete and Concrete Piles. Examinations Surveys Reports and Estimates. On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.

## "MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED, LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &amp;c.

## F. BLACKHEAD &amp; CO., LOCAL AGENTS.

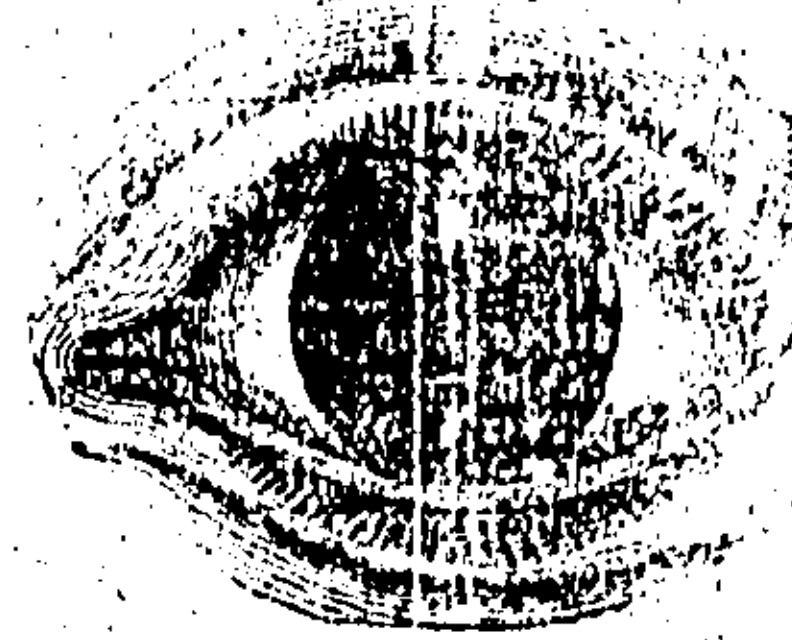
The most effective of all Hand Fire Extinguishing Apparatus. NO PUMPS. NO ROSE. AUTOMATIC. Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine. Guaranteed to remain in working order for any length of time. SIMPLEST HANDLING. Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

MINIMAX. Always ready for immediate use. Requires only one hand to hold. Weight only 15 lbs. when full. Maximum of simplicity and effect.

Hongkong, 10th May, 1905.

## EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN, 10, D'AGUIAR STREET, HONGKONG, (One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free. LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C., 59, Bentinck Street, 566, Nanking Road, Hongkong, 24th March, 1904.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Saturday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1905.

## CAFE WEISMANN.

THE Public are invited to pay a visit to our new Tiffin Rooms.

A VERITABLE FAIRY LAND.

REAL GERMAN PASS BEER ON DRAUGHT.

Entrance—No. 1A, WYNDHAM STREET, Hongkong, 22nd April, 1905.

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 &amp; 43, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905.

## MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Victoria Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS and VIEWS a specialty.

Hongkong, 12nd September, 1905.



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced. Will be mailed to any address on receipt of the price (\$2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD &amp; Co., 29, Des Voeux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to HOWARD &amp; Co.

Hongkong, 24th November, 1904.



## Intimations.

**WM. POWELL,  
LIMITED.**  
—ALEXANDRA BUILDINGS—  
Des Vaux Road.

**FURNISHING  
DEPARTMENT,**  
(FIRST FLOOR BY LIFT.)

**NEW  
TWIN  
BEDSTEADS,**  
from \$65 to \$385 a pair.

Stocked in  
**BLACK AND BRASS,  
ENAMELLED  
GREEN AND BRASS,  
ENAMELLED  
BLUE AND BRASS,  
and  
ALL BRASS.**

**BEST  
SPRING  
MATTRESSES**  
FOR THE ABOVE,  
at  
reasonable prices.

**SOLE AGENTS  
for  
ADDISON'S  
PATENT  
PORTABLE  
SANITARY  
COMMUNE,**  
\$14.50 to \$21.50 each.

INSPECTION INVITED.

**WM. POWELL,  
LTD.,**  
HONGKONG.

Hongkong, 4th July, 1905.

## Intimations.

**THE CHINA LIGHT AND POWER  
COMPANY, LIMITED.**

**NOTICE** is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Office, No. 6, Connaught Road, Victoria, TO-MORROW, the 8th day of July, 1905, at 11.30 in the Forenoon, when the subjoined Resolution which was passed at a meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution.

**RESOLUTION.**  
"That the Capital of the Company be increased to \$500,000 by the creation of 20,000 new shares of \$10.00 each."

**SHEWAN, TOMES & Co.,**  
General Managers.  
Hongkong, 7th July, 1905. [672]

**THE GREEN ISLAND CEMENT  
COMPANY, LIMITED.**

**NOTICE.**

**SHAREHOLDERS** are reminded that the FINAL CALL of \$10 per Share on the new issue of Capital is due on the 30th June, 1905.

**SHEWAN, TOMES & Co.,**  
General Managers.  
Hongkong, 26th June, 1905. [688]

**THE HONGKONG ELECTRIC  
COMPANY, LIMITED.**

**NOTICE** is hereby given that the SIXTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the Company's Office, No. 6, Connaught Road, Victoria, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 31st April, 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th July, both days inclusive.

By Order of the Board of Directors,  
**GIBB, LIVINGSTON & Co.,**  
Agents.  
Hongkong, 27th June, 1905. [674]

**THE CLUB LUSITANO, LD.**

**NOTICE.**

THE Certificate No. 147 (for 20 Shares in the above Company numbered 54 to 59, 59 and 60, 63 and 64, 87 and 88, 143 and 178 to 187 all inclusive, standing in the Register of Shareholders in the name of ANTONIO SIMPLICIO GOMES, Junior, having been lost, Notice is hereby given that a Duplicate Certificate for the said Twenty Shares will be issued at the expiration of one calendar month from the date of this notice, and that the Original Certificate will, unless produced within that period, be hereafter held by this Company as null and void.

By Order,  
**H. M. BASTO,**  
Acting Hon. Secretary,  
Club Lusitano, Ltd.  
Hongkong, 24th June, 1905. [681]

**NOTICE.**

**THE HONGKONG AND CHINA GAS  
COMPANY, LIMITED,** beg to notify the Public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.0 PER THOUSAND Cubic Feet, they now offer the following FAVOURABLE TERMS TO INTENDING CONSUMERS:—

1. SERVICES up to 50 feet in length will be laid FREE.

2. NO CHARGE will be made for METER-FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intending or existing customers.

The Company Hire or Sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting—and INWIRE INS EDITION of their Stock at their NEW SHOW ROOMS at WEST POINT.

**GEORGE CURRY,**  
Local Secretary.  
Hongkong, 13th June, 1905. [651]

**JUST UNPACKED.**

A CONSIGNMENT of the WELL-KNOWN PLASMON BISCUITS. They contain 20 per cent. of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. They are made in four varieties:—

SWEET, PLAIN (UNSWEETENED), WHOLE-MEAL, AND CEREAL.

**H. RUTTONJEE,**  
Hongkong and Kowloon.  
Hongkong, 3rd July 1905. [68]

**CANTON DISTRICT.**

**LOCAL NOTICE TO MARINERS.**

No. 75.

**IRON, WOODEN AND TAISHEK BARRIERS,  
WIDENING OF CHANNELS THROUGH.**

**NOTICE** is hereby given that the Channels through the IRON and WOODEN BARRIERS in C-LINSON BEACH and TAISHEK BARRIER in BLENNHEIM PASSAGE, have been widened and deepened as follows:—

1. ON BARRIER, 420 feet of the Central Section of its Northern end have been removed, leaving a passage of 170 feet in width, with a depth of 16 feet at low water of Spring Tides.

WOODEN (OR BRIDGE) BARRIER. The entire barrier has been removed and all obstructions cleared to a depth of 16 feet at low water of Spring Tides.

TAISHEK BARRIER. The passage through this barrier has been widened to 400 feet with a depth at low water of Spring Tides of 12 feet on its Northern side, gradually decreasing to 10 feet on its Southern side. The Northern side of the Channel is marked by two beacons each bearing a Red Shape and showing a Red Light by Night; and the Southern side by a Black Conical buoy surmounted by a Green Light at Night.

**J. HOWELL MAY,**  
Harbour Master.

Approved:  
**F. J. MAYERS,**  
Acting Commissioner of Customs.  
Customs House,  
Canton, 21st July, 1905. [710]

## CANADA'S TRADE WITH JAPAN.

If there is a prejudice in Japan against the cottons of Canada, the cause of it does not lie, as Mr. Fielding suggests, in this country's non-participation in the Commercial Treaty concluded between Great Britain and Japan in 1894. Its origin is to be dated three or four years later.

In 1897 Mr. Fielding performed his operation on the Canadian tariff. The most painful results of his awkward surgery were those of his reciprocal clause. This clause made quite a hole in our tariff fence. It ran as follows:—

"When the Customs tariff of any country admits the products of Canada on terms which, on the whole, are as favourable to Canada as terms of the reciprocal tariff herein referred to are to the countries to which it may apply, articles which are the growth, produce, or manufacture of such country, when imported direct therefrom, may then be entered for duty or taken out of warehouses for consumption in Canada at the reduced rate of duty provided in the reciprocal tariff set forth in Schedule D to this Act."

The reduced rates of the reciprocal tariff set forth in Schedule D. were as follows: Seven-eighths of the regular duty, from the 23rd of April, 1897, to the regular duty after the latter date. This was a substantial concession, and one of the countries entitled to it as admitting Canada's products on far more favourable terms, was Japan. Japan's claims were recognised, and her products came into Canada at the reciprocal rates. Nor was Japan the only country. Some forty countries in all were found to be entitled to the reciprocal discount on the most favoured nation grounds.

Mr. Fielding's scheme to dilute the tariff was expanding even beyond the exultant predictions of himself and Sir Richard Cartwright, both of whom described it as an instalment of free trade. One of the nations that came into the enjoyment of the benefit without giving an equivalent was Germany. In accordance with the terms of a commercial treaty in which Canada was bound along with Britain, Germany was entitled to any concessions Canada made to any other nation. So Germany came in without moderating in the slightest degree its high tariff as against Canada. Thus, under the reciprocal clause, Germany was getting something for nothing.

To help Canada out of this consequence of Mr. Fielding's blunder the Imperial Government consented to denounce the German Treaty, thereby putting an end to Germany's right to the reciprocal tariff. But that did not cause the muddle to vanish. There were other nations to be shaken off who were not reciprocating.

So, in desperation, Mr. Fielding abandoned the reciprocal idea and launched into the British Preference. This meant the cancelling of the concessions to Japan and other countries who were giving Canada more than equivalent. Japan has not forgiven the Laurier Government for this shabby treatment. That is the cause of any sentimental bias it has against our goods.—*Toronto Mail and Empire.*

## THE DANGER OF HIGH COLLARS.

That a stiff high collar may press against the pneumogastric, or vagus nerve, to such a degree as to cause serious symptoms, such as loss of strength, neuralgic pains, nausea, and even anæsthesia, is the belief of Dr. F. B. Brubaker, as stated in The Medical Mirror (St. Louis). People who habitually wear high collars without experiencing any of these ill effects may be surprised to learn the harm that this seemingly innocent article of haberdashery can wreak. Says Dr. Brubaker:—

"It is a noteworthy fact that all the more important vital structures of the body are safeguarded from injury, encased within bony walls, or hidden deep under layers of muscles.

"The important functions of the pneumogastric nerve render it necessary that in its passage through the neck it should be protected from injury. We therefore find it enclosed within the same sheath as the carotid and placed between the artery and internal jugular vein, lying posteriorly to both. This provision the nerve is placed between fluid on either side, this arrangement providing a degree of elasticity uncommon in nerve protection.

"The effect of compression on structures in this locality was known to the ancient writers on medicine, but the phenomena observed were ascribed to the artery rather than the nerve. For instance, it was noticed then, as now, that pressure on this part of the neck was followed by a sensation of want of air, by deep and laboured breathing, rapid heart primarily, to be afterwards retarded with sometimes a sense of sinking over the precordial region. Continuing the pressure occasions a deep-seated, benumbing sensation in the head, as if one were about to lose consciousness. Gastric symptoms, amounting to nausea, etc., even vomiting, may arise, with lassitude, languor, lowness of spirits and want of repose, remaining for an hour or two then gradually wearing away. It will thus be seen that pressure over the carotid artery in the neck is followed by various symptoms.

After describing several cases in which these and similar symptoms seem to have been caused by wearing high close-fitting collars, Dr. Brubaker reminds his readers that they also accompany many diseases, such as those of the lungs, in which distention of the pneumogastric nerve is a feature, and he asserts that we are warranted in believing that irritation due to prolonged pressure may act in a similar way. He goes on to say:—

"Believing that collars extremely high and tight might become an exciting cause of irritation to this important nerve in certain cases, and being stimulated to further research along this line by the experience of a patient whose difficulty was undoubtedly caused by continuous pressure upon this nerve by his collar, I believe it to be the cause of at least temporary symptoms in such people as those who wear various collars require constant and interrupted stooping and bending of the neck.

It is not necessary to suppose in support of our argument that irritation or pressure must be direct and immediate upon the pneumogastric, the nerves supplying the integument of the neck and the overlying skin being at least simply supplied by nervous energy which communicates with the pneumogastric. All irritation and all pressure thereon, when of sufficient degree, must become reflected thereon to the detriment of the sufferer."

## Intimations.

**CIGARS.**

**FINEST HAMBURG MADE**

**RÖLAND VON HAMBURG**

AT

\$4.50 per hundred.

**FLOR DE MONDEGO**

AT

\$6.00 per hundred.

Sold in

**AIR-TIGHT TINS**

AT

**TUNG CHONG WO,**

98, Queen's Road Central,

Opposite Central Market.

Hongkong, 9th June, 1905. [176]

**BAY VIEW HOUSE,  
MACAO.**

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served *a la carte* from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:  
"BAYVIEW, MACAO."  
Macao, 7th June, 1905. [641]

## Insurance.

**NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

**SIEMSEN & Co.**  
Hongkong 28th May, 1895. [152]

## Dentistry.

**THE AMERICAN SYSTEM  
OF  
DENTISTRY.**

**M. H. CHAUN, D.D.S.,**  
32, DES VEAUX ROAD CENTRAL, HONGKONG,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904. [167]

**TSIN TING.**

**LATEST METHODS OF DENTISTRY.**

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 29th July, 1904. [166]

## Auction.

**PUBLIC AUCTION.**

**IN THE SUPREME COURT OF  
HONGKONG.**

**ORIGINAL JURISDICTION.**

Action No. 135 of 1905.

To be sold by Public Auction by Order of the Supreme Court of Hongkong.

**VALUABLE LEASEHOLD  
PROPERTY,**

situate at Kowloon, in the Colony of Hongkong,

ON

**FRIDAY,**

the 14th day of July, 1905, at 3 o'clock in the afternoon, at Messrs. HUGHES & HOUGH'S Sales Rooms, Des Vaux Road Central.

**ALL THAT PIECE or PARCEL of GROUND** registered in the Land Office as Hunghom Island Lot No. 249 together with the Building thereon, known as No. 74, Des Vaux Road, Hunghom, abutting on the North side thereof on Crown Land and measuring thereon 15 feet, on the South side thereof on Hunghom Road and measuring thereon 15 feet, on the East side thereof on Hunghom Inland Lot No. 242 and measuring thereon 50 feet and on the West side thereof on Hunghom Inland Lot No. 248 and measuring thereon 50 feet and which said Piece or Parcel of Ground contains in the whole 750 square feet and is delineated on the plan attached to the Crown Lease thereof and is coloured red thereon and is held from the Crown for the residue of the term of 77 years from the 19th day of December, 1897, granted by a Crown Lease dated the 3rd day of June, 1902. Annual Crown Rent \$7.00.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,  
Solicitors for the Plaintiffs in the above action, or to

Messrs. HUGHES & HOUGH,  
Auctioneers.

Dated the 28th day of June, 1905. [669]

## Auctions.

**PUBLIC AUCTION.**

THE Undersigned have received instructions to sell by

**PUBLIC AUCTION,**

FOR ACCOUNT OF THE CONCERNED,

**TO-MORROW,**

the 8th July, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

**A LARGE ASSORTMENT OF  
ENAMELLED WARE GOODS.**

TERMS—As usual.

**HUGHES & HOUGH,**  
Auctioneers.

Hongkong, 7th July, 1905. [718]

**IN THE SUPREME COURT OF  
HONGKONG.**

**ORIGINAL JURISDICTION.**

Action No. 95 of 1905.

**TO BE SOLD BY PUBLIC AUCTION,**

By Order of the Supreme Court of Hongkong and with the approbation of ARATHOON SEITH, Esquire, Registrar of the Supreme Court, of Hongkong, pursuant to the order for sale made in the above action and dated the 14th day of April, 1905.

**THE VERY VALUABLE LEASEHOLD  
AND RECLAMATION PROPERTY,**

situate at Victoria, in the Colony of Hongkong,

ON

**MONDAY,**

the 17th day of July, 1905, at 3 o'clock P.M., at Messrs. Hughes and Hough's Sales Rooms, Des Vaux Road Central,

IN ONE LOT, BEING

**ALL that right of Equity of Redemption of**

**LOT No. 236 and THE RECLAMATIONS**

thereon. Together with the Messuages or Tenements thereon, known as Nos. 188, 190, 192 and 194, WING LOK STREET, and Nos. 36, 37, 38 and 39, CONNAUGHT ROAD WEST, Hongkong.

The Property is more particularly delineated on a sale plan thereof which can be inspected at the Offices of Messrs. JOHNSON, STOKES and MASTER, Solicitors for the Vendor.

Sections A and B of Marine Lot No. 236 are held from the Crown for the residue of a term of 999 years from the 25th day of June, 1870, granted by a Crown Lease dated the 7th February, 1870.

The Praya Reclamation to Sections A and B of Marine Lot No. 236 are held upon and under the terms and stipulations of the usual Reclamation Agreement.

The area of the whole of the said Property is 7,124 square feet.

The Crown Rent in respect of the whole Property is \$127.40.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES and MASTER,  
Solicitors for the Plaintiffs in the above Action who have the conduct of the said sale,

or to

Messrs. EWENS, HARSTON & HARDING,  
Solicitors for the Defendant, LI TSUNG PAK, in the said Action,

or to

Messrs. HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 29th June, 1905. [701]

## PUBLIC AUCTION.

**MESSRS. HUGHES AND HOUGH** have received instructions to sell by

**PUBLIC AUCTION,**

ON

**FRIDAY,**

the 21st day of July, 1905, at 2 P.M., at their Sales Rooms,

**THE FOLLOWING  
VALUABLE LEASEHOLD  
PROPERTY,**

situate at Mount Kellett, in the Colony of Hongkong, viz:—

1.—All that PIECE or PARCEL OF GROUND being a portion of the piece of parcel of ground situate at Mount Kellett aforesaid registered in the Land Office as Rural Building Lot No. 76 abutting on the North side thereof on a portion of the said Rural Lot No. 76 described on the Sale plan thereof as Lot No. 2 and measuring thereon 330 feet or thereabouts on the South side thereof partly on Crown Land and partly on Government pavilion and measuring thereon 398 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 165 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 1 and contains an area of 56,700 Square Feet or thereabouts. Appportioned Annual Crown Rent \$18.50;

and

2.—All that PIECE or PARCEL OF GROUND being another portion of the said Rural Building Lot No. 76 abutting on the North side thereof partly on a portion of the said Rural Building Lot No. 76 and partly on Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on other portion of the said Rural Building Lot No. 76 described on the said sale plan as Lot No. 1 and measuring thereon 330 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 199 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said sale plan as LOT No. 2, and contains an area of 56,700 square feet or thereabouts. Appportioned Annual Crown Rent \$18.50.

The above two pieces or parcels of ground are held from the Crown for the residue of a term of 75 years from the 11th day of March, 1896, created by a Crown Lease of the whole of the said Rural Building Lot No. 76 dated the 3rd day of June, 1892.

A Sale plan of the said property can be inspected at the office of Messrs. JOHNSON, STOKES and MASTER and at the Auctioneers' office.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,  
Solicitors for the Vendor,

or to

Messrs. HUGHES & HOUGH,  
Government Auctioneers.

Hongkong, 21st June, 1905. [679]

## Intimations.

**ALL PERSONS** having CLAIMS against Mr. JAMES R. SYMINGTON, Civil Engineer, are requested to send same in writing to his Attorney, WILLIAM JAMES HOBBS C/o the Undersigned when they will be promptly liquidated.

Unless such Claims are sent prior to the 31st July, 1905, no notice will be taken of them and they will not be recognised.

Dated the 5th day of July, 1905.

**JOHNSON, STOKES & MASTER,**

8, Des Vaux Road Central,

Solicitors for the said Mr. WILLIAM JAMES HOBBS, Attorney for the said JAMES R. SYMINGTON.

717]

## NAVY CONTRACT.

**TENDERS** are invited for the SUPPLY of LABOUR and JUNKS in connection with the COAL



## Intimations.



A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT  
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY

GEO. G. SANDMANN SONS &  
CO., LTD.

	Per dozen.
Light Dry	\$13.00
Solera	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Natty	24.00
Fine Old Brown	36.00

A. S. WATSON & Co.,  
LIMITED.

Agents in Hongkong and South China for  
SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL,

1ST FLOOR.

CHIANTI WINE

FROM U. FAZZINI, FLORENCE.

\$9.75 PER CASE.

Latest award:

GOLD MEDAL

AT

ST. LOUIS EXHIBITION.

Hongkong, 22nd June, 1905.

## The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 7, 1905.

## THE THIRD TEST MATCH.

The third test match between England and Australia has ended in a draw. It is some consolation to think that the odds were in favour of England, but this irritating and most unsatisfactory result will only serve to strengthen the argument that test matches should be played to a finish, no matter if it takes a month to secure the last wicket. The first match was won by England. The second was abandoned on account of rain; and now the third is stopped because the time limit had expired. In a country like England where the weather is so delightfully uncertain that many prophets find a lucrative calling in proffering forecasts which are as frequently wrong as they are right, it should be recognised that to tie a match down to certain limits of time is to fly in the face of Providence. In the case of county matches which are arranged in the winter and so carefully compiled that any deviation from the list would upset all calculations, it may be impossible to allow more than a certain time for each match. But in the case of a test match the conditions are altogether different. The players for England are selected from various clubs whose fixtures are not affected by the absence of their star players. The Australians are in England; not to beat half a dozen county elevens, but to carry back the "ashes," and if they are prevented from doing so by an arbitrary rule which says that a match shall last so long and no longer the disappointment will be as keenly felt by sporting Englishmen as by the great cricketing public of Australia. Already three out of the five test matches have been played and we have only one definite result. If England wins one of the two remaining test games the "ashes" remain in England. The fault that the third game ended in a draw can hardly be laid against England, for the second innings was declared when only five batsmen had been retired. Australia had to make 402 to win, and the Cornstalks had got 178 with three wickets when the match ended. Australia might have won—stranger things have happened on the cricket field—and then there would have been real interest in the two succeeding games. As it is, the advantage is all on the side of England, and while Englishmen abroad will rejoice that the old country is still at the top of the game there will be an under-feeeling that Australia is experiencing exceedingly hard luck. We can only trust that the next couple of test matches will be played to a finish so that we may know definitely which is the better team.

## THE NEW R. C. BISHOP OF HONGKONG.

FATHER POZZONI APPOINTED

According to a private telegram which was received from Milan to-day by Father De Maria, who has been acting as pro-Vicar Apostolic since the death of Bishop Piazzoli, the announcement has been made that the Rev. Domenico Pozzoni has been appointed Roman Catholic Bishop in Hongkong. Hongkong, it may be stated, is not a See under the Roman Catholic hierarchy, and it is customary to appoint the Bishop resident in Hongkong to an Italian See. The telegram, however, does not state what will be the official designation of Bishop Pozzoni.

The Right Rev. Domenico Pozzoni was born at Palermo, in the diocese of Milan. He studied at the Milan seminary, and after his ordination he elected to undertake missionary work. He was appointed to the Chinese field and in 1885 arrived in Hongkong. During the twenty years of his service in the Far East, Bishop Pozzoni has laboured indefatigably among the Chinese in the New Territories, and so conscientious has his work been, and so closely has he identified himself with the people of his mission, that his visits to Hongkong have been few and far between. The result is that he is a comparative stranger to the majority of the brethren in Hongkong, although his name as an earnest and zealous worker is known and esteemed. For a considerable time he assisted the late Bishop Piazzoli in his ministrations to the Chinese, and on the last occasion that his predecessor visited Italy, Father Pozzoni accompanied him. The new Bishop is described by those who are favoured with his acquaintance as an exceedingly worthy head of the Church in Hongkong; his nature is mild and amiable and he has not an enemy in the world.

## LOCAL AND GENERAL.

THE Colonial Secretary has received the following telegram from H.B.M.'s Consul, Chetco, dated 1st inst.:—"Quarantine on arrivals from Hongkong."

MR. W. J. Russell, of the Hongkong and Whampoa Dock Co., prosecuted his house boy for leaving his service without giving due notice. The man was fined \$15, or one month's imprisonment.

It is reported that the total number of sick and wounded soldiers in the Japanese Military Reserve Hospitals throughout the country is now 40,000, the Tokyo Hospital, the largest of all, having some 8,000. The number of invalided troops was at one time nearly 60,000.

ON behalf of Mr. Y. Sakurai, the Vice-Minister for Finance of the Japanese Imperial Government, Mr. M. Nomio, Consul for Japan, has forwarded to us a copy of "The Fifth Financial and Economic Annual of Japan," just issued by the Finance Department.

As a result of the squall this morning, the water police, while patrolling the harbour discovered near Shaikwan a cargo junk floating bottom upwards. As no report had up to a late hour been made to the police, and no bodies found, it was not known whether the capsizing of the junk was attended with any loss of life.

PROGRAMME of music to be performed by the Band of the 2nd Bat., Royal West Kent Regt., on the New Parade Ground, on Monday next, from 5 to 6.30 p.m.

By kind permission of Col. W. G. B. Western, C.B., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, tomorrow, 8th inst. Owing to the Band having a later engagement, the band hours will be from 7.30 p.m. to 8.45 p.m., instead of the usual time.

TONY Robertson, living in Hollywood Road, was sued by a houseboy in the Summary Jurisdiction Court to-day—His Honour Mr. A. G. Wise, Puisne Judge, on the bench. The houseboy claimed \$17.00, made up of \$15 for wages and the remainder for sampan hire and petroleum. The defence was that the boy was new to the work, and that he had really been engaged to collect money. She gave him an advance of \$5 and promised to pay the remainder at some other time; she wanted the boy to remain in her service because he knew the offices where he had to collect the money. His Lordship said the boy certainly did not look as if he were worth \$15 a month. Judgment was given for the plaintiff—\$3.50 for wages and 5 cents for sampan hire, etc., total \$4.05 and costs.

ADJOURNED from Wednesday the summons issued by Louis Comar, proprietor of the "Main Hotel," against J. Carton, agent of a photograph company, for disturbing the peace of the neighbourhood, by causing certain noises to be made at night, was resumed before Mr. G. N. Orme this morning. The facts, briefly, were that defendant, in order to secure new records for phonographs and gramophones, of the Columbia Phonograph Company, engaged during the day, musicians of sorts, chiefly Chinese "bandmen," to play for him, and, during the night, kept machines running till one o'clock, making it impossible for anyone in the house to sleep, and in consequence several of his boarders have left to take other, and quieter, quarters—Defendant said complainant knew, when he let him the rooms, that they were to be put to, and he had been put to a lot of expense fitting them up. His Worship said defendant could not maintain any such nuisance near European residences, and had better go "further west." An order was made giving defendant seven days in which to abate the nuisance or vacate the premises.

We find in the Transactions of the Entomological Society of London, for the year 1904, two contributions from Mr. John C. W. Ker-shaw, F.E.S., F.E.S., who has been residing at Macao for some years past. The first deals with "The Life History of Gerydus chinensis, Felder" which, it should be explained, is a butterfly, fairly common throughout the year in certain localities near Macao and Hongkong, while the second article is on "Butterfly-destroyers in Southern China." We are told that in this district lizards destroy or injure the largest number of butterfly images while the tops of bushes, and other reptiles feed to butterflies. His notes point to butterflies which have escaped the sundry and manifold dangers of the egg, larva and pupa stages having, collectively, comparatively little to fear in the perfect state. The first of the articles is illustrated by Mr. Kershaw with one of his own drawings executed with that accuracy and attention to detail which characterise all his work as a naturalist.

THE two Norwegian sailors from the s.s. *Egmont Castle*, who were sentenced by Mr. F. A. Hazeldan to two weeks' imprisonment with hard labour, for refusing to obey the lawful orders of the Captain, as recorded in these columns yesterday, were produced before Mr. Hazeldan this afternoon and informed that, after consultation with the Harbour Master, it had been decided to put the men on board the steamer before she sails, as she is scheduled to go, to-morrow afternoon, in order to prevent their becoming distressed British seamen, or otherwise a charge on the Colony, on the expiration of their sentences. The men said they preferred to serve out their terms in gaol rather than go on board the vessel. Captain Moodie said he did not know when, if at all, he would be returning to Hongkong; he was at present bound for Saigon, future destination unknown. He added that the men were placed on board to-night they would in all likelihood seize an opportunity of returning ashore; and lying *paris* until after the vessel had sailed. He had no means of preventing the men going ashore short of putting them in irons, and, under the circumstances, he was in no way authorized to do that. The men were thereupon remanded to gaol until to-morrow morning, when they were to be placed aboard by the police prior to her sailing.

## THE "TRAVANCOR" INQUIRY.

FURTHER HEARING.  
SERIOUS ALLEGATIONS.

The Marine Court, appointed to inquire into the stranding of the sailing ship *Travancor* and the charges of incompetency brought by her crew against the master, Capt. William Chamberlin, held another sitting to-day when further evidence was taken.

The members of the Court are:—the Hon. Captain Barnes-Lawrence (president), Lieut. Charles K. McCallum, R.N. (H.M.S. *Tamir*), Messrs. H. Pybus (Master, s.s. *Empress of India*), St. John George (Master, s.s. *Macquarie*), and W. Robb (Master, s.s. *Tai Ping*). Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) appeared for Mr. Chamberlin, and Mr. J. Hay (of Messrs. Johnson, Stokes and Master) represented the owners of the ship.

Capt. Chamberlin was first called and continued his evidence: He stated that he returned with the crew to the ship at 3 a.m. on the 2nd June. Shortly after they got aboard the vessel commenced to bump, and as he thought she would break up he ordered the men to return to the boats. This was about six o'clock of the same morning. They pulled a little distance away and laid off the ship for about an hour when they again boarded the vessel, which at that time, was not bumping quite so heavily. They endeavoured to get her off by means of hawsers and anchors, but were not successful so he decided to wait for the tide to rise. Several other efforts to refloat her were made during the day but with no avail, and it was eventually decided to await assistance from Hongkong. During this time they had four men away who had been sent to Hongkong. He thought four men were sufficient to man the life-boat, and considered he was justified in sending that number only.

The President—Are you sure in your own mind that was the lifeboat you sent?

Witness—No. It was not the lifeboat; it was the gig.

You stated in your evidence that it was the lifeboat. Do you wish me to correct that?

—Yes, sir.

Continuing, he said that two days later the *Living* arrived at the scene of the stranding.

The President—Do you mean the *Living*; was not it the *Robert Cooke*?

Witness—Yes, the *Robert Cooke*. Proceeding, witness said that the *Robert Cooke* brought back the crew from Hongkong, and the *Living* brought back the ship's gig.

As soon as the tug-boat drew near witness communicated with her and got the tow rope fast to her. He ordered the men into the boats in case the vessel should sink if she got into deep water. The *Living* arrived on the 2nd June and witness gave the crew permission to go on board of her for the night. During that same evening when witness and the mate were the only two on board, the vessel slipped off the rocks, and he (the captain) immediately sent up red lights as a signal for the crew to return to the ship. In about an hour and a half the crew came aboard, but by this time the ship had gone ashore again.

By the President: The vessel was afloat about three quarters of an hour. The fore yard was braced up on the starboard tack. The main and crossjack yards were square. All the lower topsails were set and the foresail, but no head sail. They were set when the breeze came up about 8 p.m. with the hope that they would assist in driving the ship off.

The President—Would it not have been a wiser precaution to have signalled to your men to come back immediately if it occurred to you that the ship might slip off?

Witness—But the wind came in such a rush, and as soon as ever it came she started off. It was then that I signalled to the men. I signalled immediately, and the *Living* answered at once.

After you got off you hoisted the blue lights?—Yes.

Would it not have been better to have sent off your blue lights previously to getting off if you had the idea that the ship might slide off?

You would then have had the advantage of having the crew aboard. Apparently it did not occur to you to have the crew aboard before?

Yes, but not until after the ship got afloat. There was a reasonable prospect of your getting off and because of that reason you set certain sails.—Yes, sir.

The wind, as you hoped, would send the ship into deep water, and then it was that you made the signal for the crew to come aboard. I ask you, would it not have been better if you had got them off previous to making the sail and gliding off so that you would have had them there to work the sails?—It was such a short time. The men had not been aboard the *Living* many minutes before the ship slipped off. In fact, had only just got aboard on her.

Don't you think you were rather mistaken in letting them go aboard of the *Living* at all? Were you wise in letting them go?—Yes, we expected the masts to come down the way the ship was bumping. If the masts had fallen and the men were on deck they might have been killed.

Proceeding, witness said that on the return of the crew he trimmed the sails so as to assist in getting the ship off. This was about 1 or 2 a.m. on the 3rd June. The crew then left the ship accompanied by the first officer, while witness remained on board.

By the President—He remained as he considered it his duty to do so long as the vessel was afloat. The ship was still bumping. He tied the ship's log and chart round his waist. He usually kept the chart in a drawer in the saloon which was part of his private quarters. The officers could at any time have access to the chart. The boats laid off the ship until daylight on the 3rd June. When the *Robert Cooke* hove in sight witness called one of his boats alongside and proceeded on board of the tug and a hawser was passed across. As soon as this was fast he ordered the crew back to the boats. The *Robert Cooke* then commenced to tow, and the vessel came off; witness and the mate were the only two on board. They were towed into Harlem Bay as the ship was filling rapidly, and he anchored there in 12 to 13 feet of low water after the first officer had let go the hawser by mistake. The *Robert Cooke* then returned to Hongkong for pumps; and the crew came aboard and, after furling the sails, were put on the hand pumps. The crew grumbled several times.

The President (to the Court)—Well, gentlemen, I think we have got as far as the narrative goes, having reached that position at which I do not think it is necessary to continue the story. The act of getting back to Hongkong after the ship was off, when she was in a position to do so, does not really affect the case. Therefore, I don't propose to ask the master anything further myself.

By Lieut. McCallum—Who supplies your charts to the ship? Who pays for them?—I pay for them.

Is that customary?—Not always. But in the firms that I have been in I have generally had to buy my own charts.

Don't you find that very expensive?—It is rather expensive.

Are you bound to pay for them yourself?—Yes, sir.

The President—The money comes out of your own pocket?—Yes, sir.

Lieut. McCallum—Is it a written stipulation between you and your owners that you have to find your own charts?—It is not a written stipulation.

But they make you do it?—Yes.

In the course of further cross-examination the witness said he had been in the night of the 31st May and informed both the 1st and 2nd officers of the fact. Had a breeze sprung up the first officer would have informed him in the middle watch. That was a standing order. He did not consider it was necessary to turn over his duties to the first officer when he hurt his back.

Capt. Pybus—When you found the ship could not stay and was beginning to wear did it not strike you as she was getting near land, to let go an anchor?—I felt confident she would go round and therefore did not let go an anchor. The first officer was clearing the anchors at the time. They are let go from the cockbill.

Why did you tie the log book and chart around your body?—To keep them safe while I was getting into the boat.

The log book was saved; how is it you did not save the chart?—I don't know how it got out.

You had it round your body; how is it that it got away?—It slipped out. When the captain brole I took it off while I went below to look for a knife to cut through the 3rd line attached to the captain and I laid the chart down.

Continuing, the witness said that the official logs and the chart were lost.

Replying to Capt. George, he said he had been in command of the ship for a little over six months, but he did not know the sailing qualities of the vessel in ballast trim. Asked what his reason was for standing so close into the land he said he thought there was plenty of room to go about. The second officer had access to the charts whenever he wished to see them, and it was usual for the officer to go into the cabin and look at them.

Capt. George asked the President to make a special note of what had transpired in connection with the charts, for although it might not have a very great deal to do with the present case it would be of importance in connection with future cases.

By Mr. Wilkinson—He had had long experience in sailing vessels.

Certificates were handed in to the Court.

Mr. Wilkinson—Capt. Chamberlin, the suggestion was made that you were not perfectly sober at the time the ship left Hongkong. What have you to say to that?

Witness—deny it, sir.

Witness added that occasionally he took a glass of whisky, but he could not drink much spirits as some years ago he was snowblind and if he took spirits his eyes would probably be permanently affected. It was very seldom that he took alcoholic drink.

The Court adjourned.

After the adjournment Charles Michell, able seaman, of the *Travancor*, was called and stated that on leaving Hongkong on the 31st May he went to the wheel at 5.35 a.m. and noticed that the captain was acting in a peculiar manner—not as he should do if sober. When leaving the harbour it was raining heavily; witness was relieved at the wheel at 8.30 a.m. and about eleven o'clock "we all noticed the captain falling down on the poop in front of the man at the wheel—senior prentice Gordon." They called the attention of the chief officer to this and he observed—

Mr. Hays objected, and witness did not furnish the reply.

He proceeded to relate the circumstances attending the departure of the ship from Hongkong and her subsequent voyage up the coast, and the ultimate stranding. He said she ran stern on to the rocks with a sudden bump, her jibboom nearly touching the cliff. Witness afterwards proceeded to Hongkong and upon his return to the ship, on the *Robert Cooke*, the captain informed the master of the tug boat that he was too late as the bottom was out of the ship and her rudder was unhipped. Three of these on the *Robert Cooke* boarded the vessel, witness being the first to arrive on the deck as seeing she was abandoned it would not do for anyone else to be the first on board! There was no one there to give orders so witness asked the master why didn't he tell them what to do, and previous to this the 1st officer of the *Robert Cooke* had told the master to put out a hawser; but witness was waiting for orders from the captain of his own ship. Witness proceeded to state what occurred up to the time that he left the ship.

"The captain charges us with cowardice," he remarked, "and I don't think there is a man among us who would not like fair play. The captain was often found under the influence of liquor; I have seen him often myself. When we left the ship in the boats we saw him under the influence of liquor, and all that morning he was under the influence of drink."

The President—How did you determine that fact?—By his action. I can tell by a man's action in walking and by his talk.

Lieut. McCallum—You said you noticed the captain, on the morning of leaving Hongkong, was acting in a very peculiar manner?—Yes, sir.

What do you mean by that?—He used to go and talk to the pilot and the pilot used to keep walking away from him, and when the pilot told him anything he would not listen to him.

I don't see how you can judge how he was acting in a peculiar manner?—I saw the captain smoking a cigar and he kept dropping out of his mouth and he kept picking it up and getting the pilot to light it for him, and the pilot got so disgusted that he pulled out another cigar from his pocket and handed it to him.

By the President—It was a Chinese pilot.

By Capt. Pybus—It was raining slightly at the time the captain slipped. The captain was laying on the poop rail for about an hour before, nodding all the time with his head; then lifted his arms from the rail and fell "straight down on the deck."

Continuing, he said he had had no trouble with either the captain or the mate. He had never been under the influence of drink, either on duty or off duty and had never been in a police court in connection with a charge for drunkenness or in any other connection.

Do you read the newspapers here, asked Mr. Wilkinson?—Sometimes, we get them sometimes once a week.

As a matter of fact you read the *China Mail*, did you not?—I did that time.

The day it was issued—Yes. In that case where it says about cowardice I could not be allowed to there because I was not amongst the men alluded to.

It was after reading that was it, that it occurred to you to make this charge?—Before that.

Why did you make it?—Because the captain reckoned there was going to be an inquiry. During further questioning witness said that Mr. Purvis of the Dock Co. told him that if he had got aboard of the *Travancor* first he would have claimed salvage.

Case proceeding.

## TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

## THE PEACE CONFERENCE.

DEPARTURE OF M. POKOTILOFF.

[From Our Own Correspondent.]

Shanghai, 7th July,  
12.50 p.m.

M. Pokotiloff, the Russian Minister at Peking, will leave Shanghai, on the 16th inst., for Washington where he is to be associated with the Russian Plenipotentiaries in the forthcoming Peace Conference.

## THE FOOTING MURDER.

PRISONERS COMMITTED FOR TRIAL.

[From Our Own Correspondent.]

Shanghai, 7th July,  
12.50 p.m.

Three Sikhs have been committed for trial for the murder of the Gurkha watchman near the International Dock last month.

[The murder was committed on the 9th ult. According to the report of a Shanghai contemporary a member of the River Police while making his rounds that day on the river near the International Dock on the Footing side, discovered a man's hand sticking out of the water. He made an attempt to pull the body out of the water, but was unable to do so, owing to some heavy weight which kept it down. He then sent word to the Police Hulk reporting the matter and asking for help. Shortly afterwards a party was sent to the scene, but the body had disappeared. A search was instituted and grappling irons brought into service. While the party were engaged in their gruesome quest they were informed by a native that soon after the constable had gone away for assistance, two Indians had waded out to the spot and moved the body further out in the river where the falling tide would not reveal its whereabouts. After a couple of hours dragging the body was located and brought to the surface and it was then found to be that of an Indian named Lashman Turpan. No watchman employed at the International Dock. It was completely nude and had a frightful gash on the top of the head besides two deep gashes on the right temple. The body had been made fast to a massive iron moulding frame and had been twisted up and shoved through one of the openings and made fast by a long red turban which the dead man had evidently been wearing when struck down. The rest of the body had also been twisted in the same manner, the turban being secured about the neck and body to the iron frame. The right arm was tied but the head was loose and stuck above the water when the tide fell. The iron frame which was tied to the body extended from the neck of the deceased to his hips and struck out of both sides of the body and weighed above 150 pounds. After the murderers had committed the deed they had evidently carried the body as far as possible out into the river during low tide and then dropped it, but one of the arms becoming loose and protruding above water at the next low tide, revealed its whereabouts.

Deceased, who was a Gurkha, had been employed at the International Dock for some time past. He was a very steady man, and very strict in regard to duty, and had recently been the means of a number of Indian watchmen being discharged for dereliction of duty. He lived in a small house with four other Indians over in Footing and the last time he was seen alive was at 4 p.m. on the 9th ult. No report of his disappearance had been made and the supposition was that the deceased was killed during the Friday night by some of the men he had been instrumental in getting discharged.—Ed., H.K.T.]

## THE PRESS-BOAT "CACILIE."

REPORT OF LOSS UNCONFIRMED.

[From Our Own Correspondent.]

Shanghai, 7th July,  
10.15 a.m.

The report of the loss of the German press-boat *Cacilie* (formerly the *Wuchang*) near Saghalien is not confirmed.

## THE AMERICAN BOYCOTT.

COMMENCEMENT POSTPONED.

[From Our Own Correspondent.]

Shanghai, 7th July,  
10.15 a.m.

The date of the commencement for the boycott of American goods and manufactures throughout China has been postponed four months.

## SHIPPING AND MAILS.

MAILS DUE

Indian (*Lutis*) 10th inst.  
American (*Montgolia*) 11th inst.  
French (*Tonkin*) 11th inst.  
Australian (*Chingli*) 13th inst.  
Canadian (*Albanan*) 18th inst.  
American (*China*) 19th inst.

The Ben Line s.s. *Deplarig*, from Antwerp and London, left Singapore on 6th inst., a.m. for this port.

The M. M. Co's s.s. *Tosha*, with the next French Mail, will leave Saigon to-morrow a.m. for this port.

The C. P. R. Co's s.s. *Empress of China* left Vancouver p.m. on 3rd inst., for Hongkong via the usual Port of Call.

The C. N. Co's s.s. *Chingli* left Australian Ports left Kobe via Kuchikawa on 7th inst., and is due here on 13th inst.



## TELEGRAMS.

[Reuter's.]

## The Peace Negotiations.

LONDON, 5th July.  
It is understood in St. Petersburg that the Government's note to President Roosevelt pointed out that the selection of Russia's representatives indicated the Tsar's sincere desire for a lasting peace.

The Russian proposal for an immediate armistice has been transmitted to Japan through Washington.

## The Situation in Odessa.

The situation in Odessa is improving and many of the troops have left, though they are kept within easy reach.

## Russia.

The Government works in Putiloff have joined the strike in St. Petersburg. General Rodiger has been appointed successor to General Sakharoff.

## The Third Test Match.

Later.  
The Third Test match has ended in a draw.

## Prince Arisugawa's visit to England.

Prince and Princess Arisugawa will leave England for Japan on the 11th instant, via Suez, by the North German Lloyd's steamer *Preussen*. Their Highnesses returned to London yesterday after a visit to Doncaster.

## The Gordon-Bennett Motor Race.

M. Thery, a Frenchman, the winner of the Gordon-Bennett motor race in 1904, is again the winner on the Auvergne course; two Italians came in second, and an Englishman third, the last was out-classed.

## SHIP'S SMOKE-NUISANCE.

CAPTAIN FINED.

This afternoon before Mr. F. A. Hazledorn, the Captain of the s.s. *Paul Beau* was summoned for causing nuisance by firing up and causing dense volumes of black smoke to exude from the funnel. The captain through his interpreter said he was not in Hongkong on the day in question; he was in Canton. That, for the moment, appeared to alter the aspect of the case until inquiry elicited the fact that by the expression "day in question" he meant the day the summons was served, whereupon His Worship pointed out that, in the case of ships, the law allowed the summons to be served on the agents, and deemed that sufficient service.

Evidence was then led on behalf of the Sanitary Department that, on the 30th June last, a dense black smoke was seen issuing from the funnel of the *Paul Beau*, from 5.45 to 5.55 p.m.—nine minutes. Whereas the law only allowed its continuance for three minutes.

A representative of the Messrs. Marittimes said that everything would in future be done to abate this nuisance. His Worship said under those circumstances, as this vessel had never been summoned before, he would only inflict the minimum penalty of \$15.

Sometimes ago, he added, he had had to fine the *Charles Fouldin*, a s.s. boat to the *Paul Beau*, since when it had been reported to him that there had been a great improvement in her in this way, by burning a better class of coal.

## THE VOLUNTARY RESERVE ASSOCIATION.

The King's Park Range, Kowloon, will be available for practice shooting from two o'clock to six o'clock—200 yards, on Saturdays, 8th, 15th and 22nd July.

Governor's Cup and China Mail Cup—Members may shoot on any of the above dates for the third month's competition for these trophies.

Pool—A pool will be shot for on each of the above dates—fourteen rounds and two siders in two series of seven rounds each.

SAPPER Henry Wells, was charged, at the instance of P. C. Mackay, with being noisy and disorderly, and interfering with the police, in Ship Street at half past twelve o'clock this morning. The constable said when on duty in Ship Street he found a drunken sailor sleeping on the sidewalk and was trying to rouse him up to get him to go on board his vessel, when defendant came up and asked him what he was interfering with the sailor for, saying he was defendant's friend and complainant had better leave him alone. Defendant persisted in interfering with complainant who was trying to rouse the sailor, and seeing some other sailors coming down the street defendant shouted to them to come and help him. Complainant then blew his whistle, and constable Hyman came up and kept off the sailors while complainant arrested defendant and took him to No. 2 Station. To effect his arrest complainant was obliged to hit him in the jaw to quiet him. He added that defendant had often interfered in this way with the police in that locality, and was a great trouble to them. Defendant said the sailor was a friend of his and he did not see why he should be interfered with. Complainant hit him in the jaw and knocked him down. Complainant said he had to do that as defendant squared up to him in a fighting attitude, calling out to the other sailors to "come on, boys." Defendant said he wanted to call some witnesses, he did not know their names, but they were sailors on the s.s. *Empress of Japan*. His Worship remanded the case until Tuesday next, an officer from defendant's regiment who was watching the case, in Court, undertaking to produce the defendant before the Court on that date.

## MACAO'S TROUBLES.

## BAD LAWS REPEL CAPITALISTS.

WHY THE COST OF LIVING HAS INCREASED.

[Special to the "Hongkong Telegraph".]

As the result of the short-sighted system of administration under which the Portuguese colonies have been governed, or are governed, the progress of commercial and business enterprises has been checked and thwarted in every direction. Difficulties have been raised against the freedom of individual initiative with the natural consequence that the outlet for the employment of capital has been greatly restricted, to the disadvantage of the prosperity of the colonies. The laws and regulations which have, from time to time, been formulated by the Government and by those who are responsible for the management of the affairs of the colonies, instead of tending to foster and promote the freedom of commerce and the well-being of the inhabitants, have proved in practice to act as a drag on merchants and others engaged in industrial undertakings. Rather than inviting the investment of capital in the colonies these laws and regulations have had the effect of driving away those who have the best interests of the colonies at heart, and have had a particularly bad effect on the minds of those who have considered the advisability of laying out their capital in the colony.

## VEXATIOUS LAWS.

The ever-recurring innovations in our laws promoted by the central Government have raised doubts and fears in the minds of those who seek to find an outlet for the investment of capital in these colonies, the result of which is evidenced in the rapid decrease in the number of merchants. Other causes which have combined to lead to this result have been the lack of initiative shown in the measures passed for the government of the colonies, the consequent decadence in commercial life, and the higher cost of living, etc., etc. Besides these new laws and regulations, there are other obstacles to a healthy prosperity, such as the delays in certain colonial departments in giving decisions on the petitions and memorials of capitalists and land owners.

A merchant who decides to submit a proposal to the Government for the establishing of a new industry, instead of receiving the prompt attention and assistance of the Government finds himself, often not, confronted with a thousand and one obstacles, and is subjected to irritating conditions by the Government, which seeks to make a profit out of his enterprise in the first instance rather than encourage him in his venture. In fact, the methods of the Government are calculated to drive an industry away from the colony rather than to induce the promoter to remain and contribute to the colony's prosperity.

## THE CIRCUMLOCUTION DEPARTMENT.

If it should be the intention of any individual to erect new buildings or to reconstruct existing structures so that they may be brought into harmony with modern requirements—although the idea would make no demand on the public treasury, but rather contribute to the amenities of the colony by increasing its attractions—there is no effort made by the Government to render assistance or afford facilities in carrying out the plan. The petitioner finds innumerable difficulties at every turn. He has to submit plans, on which modifications are made, and it must be remembered that these modifications invariably mean additional expense to the builder, and frequently entail an expenditure which he is either unable or unwilling to incur. Then new amendments are found necessary, and further consideration has to be given to the matter, and the result is that all the time the petitioner finds his plans hung up for months indefinitely while his scheme is involved in a veritable game of battles and shuttlecock between the various departments. These unending procrastinations prove a thorn in the flesh and a vexation to the spirit of the meekest people, and long before a definite result is arrived at the petitioner is sick and tired of his original idea. In short, a proposal to improve the condition of property, to erect new buildings or to renovate old buildings is looked upon as a sort of unnecessary interference with the laws of nature, and the petitioner is regarded in the light of a troublesome creditor instead of a benefactor to the colony.

## THE GOVERNMENT AND EXPROPRIATION.

The height of the insensate and arbitrary system in force is best found in the Government's preference that they are desirous of improving the natural beauties of the colony, or that they desire to take measures for the benefit of the public health. Then they call into force an expropriation law which applies to land situated within certain zones of the colony, so to speak. These so-called expropriations have in reality nothing for their object but the realization of the idealistic views of those who may happen to be in power at the time, to the detriment of landed interests generally.

## A CHINESE PROPERTY OWNER'S EXPERIENCE.

A well-known Chinese property owner established in Macao made the choice of a site in the most populous district of the colony. He purchased within that area a building which had been standing for tens of years and paid \$10,000 for it. He spent on the property in repairs and renovations generally some \$3,000 more. After a few months, when he had brought his property into something like ship-shape condition he received a summons ordering him to appear before the Municipal Council. He complied with the notice that had been served upon him by appearing before that august body, carrying with him his title deeds for the property and the respective documents relating to the expenditure incurred in connection with same. His surprise can be better imagined than described when it is stated that at the inquiry which was supposed to have taken place, his documents—which were vital to any consideration of the question—were never examined. He was merely told that the building must be subjected to a modification, and that a portion of the ground would be expropriated. In other words, the Municipal Council had decided that the property in its original quadrilateral form should be reduced to a triangular shape, a diagonal line cutting through the land. And all the compensation that was offered to the owner was the paltry sum of \$600!

## APPEAL ON APPEAL.

If the owner desired to lodge any protest or appeal against the resumption of the land by the Municipal Council he would be compelled to submit plans, engage counsel to represent his case, apply to the tribunal of the Supreme Court for a hearing, pay the expenses connected with the stamping of the deeds and the cost of the proceedings—all in the vague hope that a decision satisfactory to himself might be arrived at. Then it is probable that after months of inordinate delays the result would be against him and he would have to appeal to a higher tribunal than that constituted in the colony, merely that he might get justice.

## HOW TENANTS ARE SCARED AWAY.

An owner of house property, whose houses are rented out to tenants, also suffers by this resumption policy. When such resumption or expropriation takes place he receives the most

misérable compensation, which bears no ratio to the value of the land which has been so expropriated. But should it happen that after inquiry has been held on the proposal to resume the land by the Council it is found that the proposal is still the loser, for pending the result of the inquiry his property has been lying vacant, the tenant has been driven out of the premises. It is a dead loss to him for he receives no compensation. The house may have been empty for a considerable time owing to the action of the Council, but the proprietor, who is the individual most concerned, receives nothing—he has to grin and bear it in the best way he can. The reason for this is that, whenever resumption of a property is spoken of by the Government, the tenants invariably fight shy of the property in case they may themselves be turned out of the street at any moment to search for another dwelling. And dwellings are not so easily secured at a moment's notice at the present time owing to the great demand for houses at reasonable rents.

## CAPITALISTS DRIVEN OUT.

These resumptions have also a prejudicial effect on the revenue of the proprietors; the value of the property is reduced as the results of the "seizure," and the moneyed class are driven away from the colony. People with capital to spare do not care to risk their money in landed property investments which are subject to every whim and caprice of the understrappers of the Government. The result is that these capitalists are obliged, in common sense, to give preference to other places when they wish to invest their money. In foreign ports they find greater and better security for the employment of their surplus capital.

## TAXATION.

As if these evils were not enough to stifle the commercial vitality and development of the colony, measures are devised from time to time with the object apparently of drying up the resources of the people. By these measures, the cost of living is increased, the price of the necessities of life is raised all round, and all because the methods of taxation adopted are not imposed in such a manner as to fall on articles which are best calculated to give satisfactory returns without unduly oppressing the people. Each innovation in turn instead of tending to develop commerce and reward industry acts as a decided check on the growth of the colony. Those who are compelled to reside at Macao are laid under many burdens which seem to increase every day. It is for this and similar reasons that the cost of living in Macao daily becomes more expensive.

## STRIKES FOMENTED.

One of the results of this condition of affairs is found in the strikes which occur at intervals. There have been strikes by the cargo-boaters, by the pullers of rickshaws, by the manufacturers of joss-sticks, amongst the people employed in boat-building and boat-repairing, etc., and it all means that in the end the general public has to suffer. People have to pay more in order that the demands of employers and labourers may be satisfied. Hence the two industries which give employment to a large number of Chinese in the colony—boat-building and repairing and the manufacture of joss-sticks—are now in a perilous state and as a matter of fact are in imminent danger of disappearing altogether. These unfortunate conditions which handicap and neutralise the joss-stick industry and the boat-building trade will have a very prejudicial effect on trade. There is bound to be a diminution in the quantity of joss-sticks exported, while the Chinese junks which have been in the habit of coming to the port for repairs, etc., will be frightened away from Macao by the high rates charged for the work required to be done. They will fit it to their advantage to go to the neighbouring island of Lappa.

## LAPPA BENEFITS AT MACAO'S EXPENSE.

Briefly, these measures of administration, or rather of mal-administration, all tend to benefit Lappa at the expense of Macao. Ten years ago, Lappa was merely a small village of comparatively no importance. Now it has become a little city of considerable commercial prosperity and it is a prospective rival of no mean power in the immediate vicinity of Macao, thanks to the short-sighted policy of an administration which penalises Portuguese subjects for the benefit of a foreign country.

## A PLAUSIBLE DECREE.

The Provincial Government, in view of these strikes, which prove conclusively the rise in the cost of living, should have been more prudent in promulgating new taxation; and should have even sought to diminish the taxes. Unfortunately they thought otherwise, as is evident by the latest system of taxation adopted with regard to the consumption of pork. The proclamation decreeing this new measure sounds very plausible at first sight. The principal object of the Government, it is alleged, is to protect the traffic in swine by facilitating importation and exportation, and by assisting in reducing the retail price of pork. Whoever reads this decree would be convinced that the Portuguese Government were sacrificing their own interest in order that the trade and the well-being of the native population of Macao might be promoted. But what a disparity there is between what one reads and what one knows to be the fact.

## THE OFFICIAL WAY.

According to the statistics that have been gathered through a reliable source, there are slaughtered each year in the municipal abattoir between 20,000 and 60,000 animals. Taking for our purpose the minimum figure, we find that the Government derive a revenue by the monopoly of \$18,000 annually, and the Municipality some \$3,000 or \$4,000, derived from taxes on the same. By the abolition of the monopoly the Government will receive \$30,000 annually and the Municipal Council \$10,000 at the very least. The pork dealers who are concerned in this tax are seriously prejudiced because, whereas they used to pay formerly 33 cents for each pig slaughtered, they have now to pay as much as \$1 per head. When it is remembered that the great bulk of the population—all the Chinese in fact—depend upon pork for their sustenance, and that it is they who will ultimately have to pay the increased cost of slaughtering the animals, the prejudicial effect which this new measure will have is clear to everybody.

## MISDIRECTED BENEVOLENCE.

The Government reckoned that by the abolition of the monopoly, thereby making the importation and exportation of swine free, they would be benefiting trade by reducing the price of pork; but it did not occur to them that the business of importation and exportation was controlled by certain dealers and not by the vendors, who will continue to place on the market animals at prices which will suit them best. The pork dealers, whether they like it or not, will have to buy the imported animals from these merchants, since, being men of small means, they cannot control the capital necessary to embark in the import trade, and are not in a position to compete against the virtual monopoly which is enjoyed by the wholesale merchants. The inevitable consequence of this new system will be:

(1) That the Government and the Municipality will derive an increased revenue.  
(2) That the retail vendors will be charged with a higher tax.  
(3) That the inhabitants will have to pay a higher price for pork.

As a protest against this new system of taxation, the inhabitants were left for over five days without any supply of pork, because the dealers asserted that it was impossible for them to pay a tax on a great quantity of what they had been in the habit of paying, and a tax which would mean the augmenting of the price of pork even beyond the price charged for fowls.

## MEMORIAL DISREGARDED.

The pork dealers have submitted a memorial to the higher authorities of the colony, but the prayer of their petition was not heeded, because it was opposed to the principles of the Portuguese Government to reduce any taxation, in spite of the fact that such a reduction would tend to benefit the labouring and poorer classes and favour the increased consumption of pork. What the Government seeks to attain, is an increase in the public revenue no matter at what expense. That the public exchequer should be well provided with funds appears to be the sole ambition of the Government. But it is not too much to hope that H.E. Governor Montenegro, who is reputed as having a very open mind in his deliberation of public affairs, may exercise his prerogative by annulling an obnoxious decree which cannot do otherwise than force upon the impoverished inhabitants hardships which their small resources can ill afford to endure.

## SIR PAUL CHATER SUMMONED.

Mr. J. Orange, of Messrs. Leigh and Orange, appeared before Mr. C. N. Orme this morning, on behalf of Sir Paul Chater, in response to a summons issued at the instance of the Sanitary Board against the latter for maintaining a nuisance by allowing stagnant pools of water to remain on his land in Cadogan Road, Kennedy Town.

Dr. Pearce, Medical Officer of Health, stated that the ground was very uneven and there were several pools of stagnant water on it, and no canals, or aqueducts, to carry it off.

Mr. Orange said he visited the scene this morning, and nowhere was there even so much as two inches of water, the ground presenting the usual appearance of a lawn after a heavy shower of rain. In places the ground was uneven, but that was caused by a number of buildings. There were no deep indentations such as would form the bed for "pools." They had a, however, in contemplation to raise the land, (about 300 or 400 square feet), some three feet above its present level, and the contract for this work has already been signed. This work was to have been started before, but in the pressure of work entailed upon him just previous to his recent temporary absence from the Colony, Mr. Orange had omitted to give orders to start it. It would take about three months to complete.

Mr. Orme made an order that the work of raising the land must be begun within a fortnight, and must be completed to the satisfaction of the Sanitary Department within three months from date.

## FIRE AT HONGKONG HOTEL.

AN EXCITING SCENE.

An exciting scene occurred at the Hongkong Hotel on Wednesday afternoon when it was discovered that fire had broken out in the grill-room. It was between one and two o'clock, when tiffin was in full swing, that a strange and uncanny odour began to penetrate through the rooms of the Hotel and eventually found a lodgment in the dining room. One guest who had ordered a steak "well done" reckoned that the "boys" were attending to his wants at any rate. But as the odour increased the savoury smell of a well-done steak gradually merged into a medley of odours in which pork and meat contested for first honours. The dining room became almost as noisome as a back-yard Chinese kitchen in the purlieus of Bonham Strand. The manager sniffed audibly, and to show that there was no bad feeling the tiffin crowd sniffed at the top of their sniffling capacities. It was a regular bean feast for a time. Then the odours became so pronounced that it was evident the steaks were on fire. The manager dived to the grill-room and found a lively scene in progress. All the fatty drippings of past and gone steaks had accumulated in a little corner of the grill-room and a spark set the inflammable stuff in a blaze. Every piece of steak, every lump of meat in the place was merrily hissing and spluttering in a way that would have charmed the heart of a cook on a frosty morning. Singed meat, burnt meat and blackened roasts were all glowing in a sort of hallelujah chorus. The manager, and probably two or three assistants, mounted the quarter-deck and sounded the call "Fire-brigade men to your stations." Instantly, all was order where confusion had prevailed. They have a very fine brigade at the Hongkong Hotel. All the boys there are encouraged to practise billiards in their spare time so that they may get a delicate touch on the billiard table. When they put the red they are symbolising the manner in which they are taught to get at the flaming spark should occasion arise. Centering the red is another name for getting at the seat of the fire. So when the "call" was made, "Fire-brigade men to your stations" all the boys quitted the billiard tables and rushed for the hose pipe. The gallant captain in his hurry wanted to attach the nozzle to the galleys but was gently chided as an absent-minded beggar, and all was made secure and proper as it should be. Meanwhile the steaks were still hobbling and spluttering on the grill, and a thick smoke came from the decidedly well-done meat. Not at all dismayed, the manager caught the hose by both hands. "Turn on the water," he cried, and the water was turned on. Three boys got it fair and square on the jaw and shut up for the rest of the day. One brilliant specimen of the billiard game took the back of the neck and collapsed. By this time the chimney was on fire, or apparently so. Consequently having cleaned all or nearly all the fire brigade staff out of the grill-room by his weird manipulation of the hose, the juggler turned his attention to the steaks. They were soundly sooted in fresh water "new-drawn from the tap." The frizzling ceased, and two large chops were saved from the wreckage, and carefully placed on a shelf for future reference. The hose then had a go at the chimney and apparently tons of water were squirted on the flames. It was a good thing that rain fell that day otherwise it might have been considered necessary to limit the public supply. All the burnt and blackened chunks of meat were gaily floating around the room like ships "on a wide wide sea," and a pleasant what have been fat carved steaks along with a smoking centre like a torpedo-destroyer in a fog. The flames eventually gave way to the inevitable. The burning oil burnt itself out, and the thick greasy smell gradually wore away. But it still lingers in the nostrils of those who happened to be in the vicinity of the hotel at the time. It was suggested that the outbreak might be due to the closing, "by order of the Government," of the passage-way through the Hotel from Des Voeux Road to Queen's Road, but obviously that is a bit far-fetched. Great credit is due the manager and the bold members of his fire-brigade who proved their efficiency under such trying circumstances. Taken unawares, they proved ready for any and every emergency and their gallantry will in all probability be recognised in the proper quarter.

## COMMERCIAL.

Quotations for the week close as follows—

Hongkong Banks	... \$840 b. 287
National Banks	... 37 b.
Union Insurances	... 700 b.
China Traders	... 74 s.
Canton Insurances	... 320 sa. & b.
Hongkong Fire	... 302 s.
H. C. & M. Steamboats	... 27 s.
Indo-Chinas	... 96 s.
Douglases	... 35 s.
China Sugars	... 213 s.
Rauhs	... 64 b.
Docks	... 195 sa.
Kowloon Wharfs	... 95 b.
Hongkong Wharfs	... 184 b.
Hongkong Land	... 116 s.
Hongkong Hotels	... 128 sa. & s.
Humphreys Estates	... 141
Farnhams	... 43 b.
Ewo Cotton	... 113 sa.
China Borneos	... 20 ex. new is.
Fenwicks	... 27 new issue
Green Island Cements	... 26 s.

## TO-DAY'S EXCHANGE.

London—Bank T.T.	... 10 1/2
Do. demand	... 10 9/16
Do. 4 months' sight	... 10 11/16
France—Bank T.T.	... 2 3/4
America—Bank T.T.	... 43 1/2
Germany—Bank T.T.	... 102
India T.T.	... 140
Do. demand	... 140 1/2
Shanghai—Bank T.T.	... 71
Yokohama—Bank T.T.	... 92
Bar—Bank T.T.	... 112 1/2

## Rising.

1 month's sight L/C	... 10 13/16
5 months' sight L/C	... 11 1/16
3 days' sight San Francisco & New York	... 47
1 month's sight do.	... 46 1/2
3 days' sight Sydney and Melbourne	... 1 11/16
4 months' sight France	... 2 3/4
6 months' sight do.	... 2 401
4 months' sight Germany	... 104
100 Silver	... 104 1/2
Bank of England rate	... 21 1/2
Sovereign	... 10.62

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—  
On the 7th at 11.55 a.m. Barometric changes are unimportant.  
Gradients continue slight, and high to moderate SE. and S winds may be expected in the Formosa Channel and the N. part of the China Sea.  
Forecast:—Light to moderate SE. winds; showery.

## To-day's Advertisements.

## HONGKONG HOTEL.

## —MENU—

SATURDAY, JULY 8TH, 1905.

## DINNER.

## SOUP.

Mock Turtle.

## FISH.

Fish a la Creole.

## ENTREES.

Mutton Cutlets a la Jardiniere.

Jugged Hare and Currant Jelly.

Mousses Patties.

## CURRY.

Nepaul Curry.

## JOINTS, &amp;c.

Roast Australian Beef.

Roast Capon and Sausage.

Boiled Corned Ox Tongue and Carrots.

Pate de Foie Gras en Aspic and Cucumber and Onion Salad.

## SWEETS.

Corn Flour Pudding.

Ratafia Ice Cream and Genoa Cake.

Pearl Tapioca.

## DESSERT.

Coffee.

Fruits.

[724]

## NOTICE TO CONSIGNEES.

## "GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

THE Steamship

## "GLENLOGAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 14th instant will be subject to rent.

No Fire Insurance has been effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. &amp; GOW.

Hongkong, 7th July, 1905. [723]

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS.

Up to CALAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

## THE Steamship

"ISCHIA,"

Capt. Cogliolo, will be despatched as above, on TUESDAY, the 11th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ &amp; Co., Agents.

Hongkong, 7th July, 1905. [725]

## Intimations.

## ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY

IMPLICITLY ON GETTING

FROM US

## PIANOS

OF THE

## HIGHEST CLASS

EMBODYING THE VERY BEST

MUSICAL AND WEARING

QUALITIES,

AT

MODERATE PRICES.

OUR CLIENTS HAVE THE







## PARSI EXCLUSIVENESS.

The writer on "Indian Affairs" in the *Times*, contributes the following article on the social and religious questions which have recently been agitating the Parsi community:

The internal affairs of a small section of the Indian population are not necessarily a matter of much general interest, but the case is altered when that section is in the vanguard of the army of civilisation and progress.

About two years ago the marriage of one of their number to a European lady gave rise to a discussion among the Parsis of Bombay of the question of admission of proselytes to their ancient creed. Committees were appointed to investigate the matter, and a few weeks ago a public meeting was convened by the Parsi Panchayat to decide what was to be done. How far that meeting was representative of the general feeling of the whole community is a subject which at once evoked a somewhat heated controversy in the Bombay Press. It is hardly possible to doubt that some influential members of the race are not prepared to accept without reserve the rules formulated by the assembly. The first resolution passed by it proclaimed that, "looking to the present religious and social condition of the Parsi community, it is inexpedient to admit proselytes of other religions into Zoroastrianism, because it would militate against the original unity and ancient traditions of the community, and be injurious to their interests." Further resolutions aimed at the exclusion from the Zoroastrian fold of those of other religions who pretend to have obtained admission, and at the prevention of mixed marriages, by rigorously excluding children born of them in future. These are matters which in many respects are alone, but it is impossible to avoid remarking that the policy, whether or not it is generally accepted by the rest of the community, is a curious one, namely one to emanate from a people who have shown so much enterprise and enlightenment, who have eagerly assimilated Western education and progress, and have distinguished themselves by a philanthropy extended far beyond the limits of their own ranks. Of the races which have entered India, no other has ever attempted to set up so solid a wall round its social and religious camp. The Brahmins, ever seeking to bring under his own influence the aboriginal races, has not hesitated, in order to obtain his end, to adopt his dogma to local circumstances or superstitions. Proselytism, by force, if necessary, was of the essence of Islam, and modern Christianity equally seeks to extend its limits through the British Government holds itself free from all interference in such matters. The Parsis alone have set their faces sternly against the spread of that religion of which they are the sole surviving representatives, and against the mingling of their blood with that of strangers of every class.

A SOCIAL AND RELIGIOUS RING.

Amongst people who have little acquaintance with India it seems to be believed that the Parsi is of the same class as the Hindus and Mahomedans forming the great majority of the populations of the continent. It would be about equally true to say that a Hungaian gipsy represented the nations and races of Europe. It is nearly twelve centuries since the survivors of Zoroaster's disciples sought refuge on the coast of Western India from the storm of persecution which burst upon them with the Arab conquest of their native Persia. In their new home they found peace. When the wave of Mahomedan conquest spread over India they were far removed from the first fury of its break, and were doubtless confused by the new invasions with the general infidel population, whose forcible conversion to *Islam* was hardly dreamed of by the most bigoted zealots. Of the position of the Parsis in India one of their number writes that they, "up till very recently under the British were neglected and despised by the Mahomedans and Hindus, and none of these ever cared to be admitted into their faith." What candidates there were, were not rejected, for the writer proceeds to describe the secret conversions of them to *Islam*, which were welcomed and admitted to high rank in the Zoroastrian priesthood. Whether from necessity or from inclination, the Parsi of 20th century is almost as much a foreigner to the great mass of the Indian population as was his predecessor of the eighth. He is separated from it by a line of demarcation far sharper than that which divides the Aryan from the aboriginal, or even the Mahomedan from the Hindu. His ties to it are merely such as are based on long residence association, and a common Asiatic origin. With the exception of a few thousands in Persia, and the merchants who have drifted from India to China and other countries, the whole Parsi community is to be found in India. Of the 94,000 in India, all but 7,000 inhabit the Bombay Presidency and the included or adjoining Native States. Nearly half of the whole number are residents in the City of Bombay, where they form about 6 per cent. of the population.

In the decision of the Parsi Panchayat to exclude in a social and religious sense those who come to it with a religious conversion, some critics see with regret a commencement of the decline of the race. The Parsis have of late years shown an increasing tendency to desert the country and to flock to the great cities. It is said that they already exhibit some signs of physical deterioration which will increase with long residence in crowded cities, and be expedited by intermarriage of the families of the better classes. So gloomy a view of their future it seems scarcely necessary to accept, and it must be remembered that for 1,200 years the community has survived, and maintained its vigour, with very little help from the infusion of fresh blood. In any case, one can hardly avoid sympathising with the sentiment that, if the race is doomed, it ought to go down under the flag of its ancient unity and traditions. Whatever may be the eventual fate of the Parsis, they have already played a large and beneficent part in the modern development of India, of Bombay especially, and in the advance of their own prosperity, which is such that the pauper and the criminal are equally rare. Their rich men have worthily employed their superfluity of wealth in the erection and endowment of hospitals, charitable institutions, schools, research institutes, and in the alleviation of distress in every form amongst all classes. To the British Government it is specially indebted for the example of confidence in it which they have set to the country of their adoption. The professions of medicine and the law have been adorned by many eminent Parsis, and it must not be forgotten that one of them represents a London constituency in the House of Commons.

INFLUENCE OF PARSIS WOMEN.

With the trade of India Parsi prosperity is inseparably connected, with no branch of it more than the cotton spinning and weaving industry of Bombay. Almost simultaneously with the Parsi Panchayat assembly, the Bombay Millowners' Association held its annual meeting, at which the Parsi interest was very largely represented. For some years past the Bombay mills have suffered from depressed trade, which, within the last few months, has at last given place to a more hopeful outlook. A

reviving demand in the Far East for the yarn and cloth manufactured by Manchester, combined with the increased consumption in India, which manufactures are frankly attributing to general prosperity, has enabled the spinning and weaving mills to dispose of their productions for a year ahead. The prospects have been improved by the return of cotton to normal prices after the inflation of last year. The excellent prospects of the immediate future are, however, clouded by various problems which may again produce a reaction. The fluctuations in Chinese exchanges, due to many causes, render trade with that country more or less of a gamble. A Parsi speaker laid much stress on the labour difficulties caused by the ravages of plague, on the necessity of concerted policy in all the mills in regard to the hours of labour, and on the great rise in price of some of the mill shares, which was not warranted by the instability of present prospects.

In nothing are the Parsis more clearly separated from the bulk of the Indian races than in the position and influence of their women. There is no exclusion behind the "purdah" for the Parsi lady, who is allowed practically as much freedom of coming and going as her European sister and whose brilliantly-coloured, but always tasteful dress makes a charming patch of colour even in the brightness of a cloudless atmosphere and in streets whose distinguishing characteristic is variety. Want of female education, due to popular indifference and social customs, is the reproach of India generally, but in the Parsi race it is the Parsi lady confined, as is the case amongst Hindus and Mahomedans, to the limits of the domestic circle. The mail which reports the meeting on the subject of proselytism brings also a full report of an assembly of the influential Indian ladies of Bombay, called together to discuss the arrangements for welcoming the Princess of Wales, when she visits Bombay next autumn. Though Parsi names are not the only ones in the attendance roll, they predominate, and the course of the discussion shows how capable these ladies are of dealing with matters of business and public interest. In charitable organisations the women vie with the men in the part they play, and their philanthropy is equally extended to others as well as to their own community. If the Parsis are amongst the most interesting and enterprising of Asiatic races, their claim to the distinction rests as much with their women as with their men.

Shipping Report.

Ischia, Ital. s.s., 2,781, C. Andrew, 6th July, Singapore 3rd June, Gen. C. & Co.

Fri, Nor. s.s., 865, N. G. Andersen, 6th July, Haiphong 4th July, Gen. Aagaard, Thorsen & Co.

Newby Hall, Br. s.s., 2,840, A. Buck, 6th July, Barry 26th May, Coal—Order.

Haron Fairlie, Br. s.s., 2,223, J. I. Ullstrom, 6th July, Calcutta 19th June, Coal—Order.

Palermo, Br. s.s., 4,908, E. G. Andrews, 7th July, Yokohama 20th June, Gen. P. & O. S. N. Co.

Glenloch, Br. s.s., 3,740, J. McGregor, 7th July, London and Singapore 1st July, Gen. McG. Bros. & Co.

Holstein, Ger. s.s., 985, A. Nie, 7th July, Haiphong 2nd July, Rice—J. & Co.

Hong Wan, Br. s.s., 2,000, J. Slater, 7th July, Penang 28th June, and Singapore 1st July, Gen. J. Teck Seng.

Clearances at the Harbour Office.

Kohikang, for Haiphong.

Louise Roth, for Newcastle.

Madeline Rickmers, for Swatow.

Yuenwang, for Manila.

Peshawur, for Shanghai.

Zafiro, for Manila.

July 7.

Japan, for Shanghai.

Hainan, for Swatow.

Kohikang, for Yokohama.

Kohikang, for Bangkok.

Peshawur, for Shanghai, &c.

Suntung, for Singapore.

Yuenwang, for Manila.

Spiria, for Yokohama.

Yutun, for Shanghai.

Amara, for Shanghai.

Per Fri, from Haiphong—Mons. Niviere, Andriot and Fichard.

Per Hongwan, from Singapore—784 Chinese.

Passengers departed.

Per Siberia, for San Francisco—Messrs. W. S. Prindle, A. S. Anderson, Rev. and Mrs. W. M. Campbell and infant, Mrs. W. H. Camplin and infant, Messrs. J. A. Loomis, Edward Cook, J. J. Peterson, Miss Mary Peterson, Messrs. Wm. Stewart, Anthony Brogan, Wm. M. Taggart, Messrs. K. F. Ripmann, Povel Grant, Dr. J. Smith, Messrs. Tom Wing, Wong Teen Mun, F. V. Bonham, and Mrs. C. M. Heidegan.

For China and Japan—Port—Mr. R. J. Tobin, Mrs. Hong Quon, 3 children and infant, Mrs. Tong Liang Chow and native servant, Mrs. M. J. White and amah, Mr. J. W. Bolles, Lt. C. Hughes, Messrs. Paul G. Wooley, J. J. Connell, Edw. W. T. F. Hough, T. W. C. Cle, Chas. Roth, Mrs. V. Forrest, Messrs. W. H. Campkin, Ng Shin Kun and native servant, Cheong Yuen and native servant, W. A. Stupani, E. S. Joseph, Frank Turner, G. H. Potts, Mrs. V. Burdette, and Mr. T. J. Rima.

Per Darmstadt, for Singapore—Miss M. E. Geary, Mrs. Ritchie, Messrs. Anderson, Lim Kock Keng, Fung Chi Toi, Po Kin Un, Greenwell, Chua Giang Wai, and Mr. and Mrs. Adair.

For Naples—Messrs. F. B. Doherty, H. R. Ireland, J. H. Villenens, and Mr. and Mrs. A. Wood.

For Genoa—Messrs. H. Humphreys, E. F. O'Brien, R. H. Hawkes, K. Wegener, K. Blessing, Leidecker, H. Price, M. Schwartz, W. Krater, Frederick, Mrs. M. Kelly, Mrs. B. J. Adams, Miss V. Ibert, Mr. and Mrs. A. C. Lutz, and Miss F. Voigt.

For Gibraltar—Messrs. H. E. T. Aublin, H. L. Bekford and J. Formar.

For Antwerp—Mr. J. J. Ernster.

London—Messrs. M. Donato, Anderson, J. Laughley, R. Ferryth, N. Peterson, A. Peterson, H. S. R. Hagan, J. Saylor, K. Lin-Lankoff, B. Bance and A. Blomberg.

Bremen—Mr. Klein.

Shipping Report.

Str. Bari, Fairlie from Calcutta—Fresh monsoon SW. in Bay of Bengal, and in China Sea.

Str. Glenlogan from Singapore—Light monsoon, becoming unsettled towards Hongkong with frequent thunder squalls.

Str. Hong Wan from Penang—Moderate to fresh monsoon winds and sea, and fine weather to the vicinity of the islands, and from thence to port heavy squalls, and variable winds.

Vessels in Port.

Adato, Br. s.s., 2,145, R. Stewart, 4th July, Moji 27th June, Coal—Order.

Aldershot, Br. s.s., 1,354, Adam, 5th July, Canton 1st July, Gen. D. & Co., Ltd.

Andree Rickmers, Ger. s.s., 1,010, H. Köhn, 5th July, Bangkok 29th June, Rice—M. & Co.

Chowlat, Ger. s.s., 1,115, H. Tector, 5th July, Bangkok 29th June, Rice—B. & S.

Denbighshire, Br. s.s., 2,242, W. A. Evans, 6th July, London and Singapore 29th June, Gen. S. T. & Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, R.N.R., 4th July, Vancouver 12th June, and Shanghai 1st July, Mails and Gen.—C. P. R. Co.

Germania, Ger. s.s., 1,715, T. Peterson, 5th July, Haiphong 4th July, Rice—J. & Co.

Haitan, Fr. s.s., 377, L. Andersen, 6th July, Pakhoi and Haiphong 5th July, Gen.—A. R. M.

Haitan, Br. s.s., 1,183, J. S. Roach, 6th July, Fochow 3rd July, Amoy 4th, and Swatow 5th, Gen.—D. L. & Co.

Lightning, Br. s.s., 2,121, J. G. Spence, 3rd July, Calcutta 17th June, Penang and Singapore 28th June, Gen.—D. S. & Co. Ltd.

Louise Roth, Br. s.s., 2,395, J. J. Thompson, 20th June, Newcastle, N.S.W. 8th May, Coal—Order.

Madeline Rickmers, Ger. s.s., 1,458, Simonson, 1st July, Bangkok 21st June, Rice—B. & S.

Nicomedia, Br. s.s., 4,379, A. Wagner, 5th July, Portland, Or. 20th May, Gen.—P. & A. S. Co.

Nordpol, Nor. s.s., 2,428, Stoltz, 23rd June, Kelang (Formosa) 21st June, Gen.—S. T. & Co.

Oana, Fr. s.s., 5,676, T. Bartlett, 4th July, Shanghai 1st July, Gen.—B. & S.

Onsang, Br. s.s., 1,787, J. T. Davies, 28th June, Pekalongan 20th June, Sugar—J. M. & Co.

Stentor, Br. s.s., 4,308, B. Lewis, 5th July, Singapore 30th June, Gen.—B. & S.

Taiyuan, Br. s.s., 1,459, L. Dawson, 26th June, Australia via Ports and Manila 24th June, Gen.—B. & S.

Tean, Br. s.s., 1,346, W. B. Brown, 6th July, Manila 3rd July, Gen.—B. & S.

Telemachus, Br. s.s., 1,300, J. Williamson, 5th July, Saigon 1st July, Gen.—Order.

Zafiro, Br. s.s., 1,618, R. Rodger, 3rd July, Manila 1st July, Gen.—S. T. & Co.

Sailing Vessels.

Combrinbank, Br. 4-masted ship, 2,151, George, 2nd June, Cardiff 2nd Jan., Coal—Government.

Steamers Expected.

Vessels	From	Agents	Due
Arcadia	Singapore	H. A. L. L.	July 8
Lainang	Singapore	J. M. & Co.	July 10
Keemund	Shanghai	B. & S.	July 10
Keemund	Singapore	M. M.	July 11
Mazagon	Singapore	P. & O. Co.	July 11
Mongolia	Kobe	P. M. Co.	July 11
Tiljantjan	Macassar	J. C. J. L.	July 11
Benlagu	Singapore	J. L. & Co.	July 12
Chinglu	Kobe	B. & S.	July 13
Athenian	Vancouver	C. P. R. Co.	July 18
China	Japan	P. M. Co.	July 19
Ris Darsa	New York	T. & Co.	Aug. 21

Hongkong & Whampoa Dock Returns.

Travancore ..... at Kowloon Lock.

Number .....

Taiyuan .....

Ships Passed the Canal.

Outward—14th June—Australia, Benlarie, Den of Crombie, 17th June—Libria, Tonkin, Huden, Keemund, Fenglin, Patocul, Gratton, Pyralide, 21st June—Southgate, 24th June—Tydes, Benvenue, Malacca, Pak Ling, 27th June—Benledi, Diomed, 30th June—Witkeind, Achilles, Agincourt, 4th July—Poonia, Renard, Sydney, Pyrrhus, Atholi, Stuttgart, Borneschange, Korana, Oceano, Rhehania.

Homeward—14th June—Lowther Castle, 24th June—Indramiti, 27th June—Dardanus, 30th June—Lacris, 4th July—Bayern, Seyovila.

Arrivals at Home—14th June—Katsow, 17th June—Acumenno, 21st June—Preston, 24th June—Artemida, Tenkai, 27th June—Jason, Pera, 30th June—Schuyllkill, Trieste, Ernest Simons, Slavonia, 4th July—Roon, Navosia.

Mail will clear for:

Manila—Per Zafiro, 8th July, 11 A.M.

Hilo—Per Dolt, 8th July, 11 A.M.

Macao—Per Hongwan, 8th July, 12.15 P.M.

Singapore, Sourabaya and Samarang—Per Onang, 8th July, 2 P.M.

Keelung, Kobe, Yokohama and Portland, Or.—Per Nicomedia, 8th July, 3 P.M.

Amoy—Per Hongwan, 8th July, 4 P.M.

Haiphong—Per Fri, 8th July, 5 A.M.

Swatow, Amoy and Fochow—Per Haitan, 9th July, 9 A.M.

Macao—Per Hongwan, 10th July, 1.15 P.M.

Shanghai—Per Shanghai, 10th July, 3 P.M.

Singapore, Penang and Bombay—Per Lichta, 11th July, 10 A.M.

Singapore, Batavia, Samarang, Sourabaya and Macassar—Per Tjinhai, 11th July, 10 A.M.

Singapore, Penang and Calcutta—Per Lightning, 11th July, 10 A.M.

Macao—Per Hongwan, 11th July, 1.15 P.M.

Shanghai—Per Hongwan, 11th July, 3 P.M.

Manila—Per Tean, 11th July, 3 P.M.

Cebu and Hilo—Per Katsow, 11th July, 3 P.M.

Keelung, Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma, Wash.—Per Plaidis, 12th July, 10 A.M.

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per Australia, 12th July, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of Japan, 12th July, 11 A.M.

Manila, Port Darwin, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per China, 12th July, 3 P.M.

Cebu and Hilo—Per Katsow, 14th July, 3 P.M.

Kobe—Per Taiyuan, 15th July, 3 P.M.

Shanghai, Moji, Kobe and Yokohama—Per Tjinhai, 17th July, 11 A.M.

Tientsin—Per Wosang, 17th July, 2 P.M.

Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma, Wash.—Per Shammut, 20th July, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per Empress of China, 22nd Aug., 11 A.M.

Mails for Canton, Samah, Wuchow and Macao will be closed on week days at 7.30 every morning. On Sundays the mail for Macao will be closed at 8 a.m., and that for Canton at 9 a.m.

Mails for Namtan, Sanbus, Kongmoon, Kumchuk, Samah, Wuchow and Canton every evening at 5 p.m. On Sundays the mails will be closed at 9 a.m.

No mail will be closed for Canton on Saturday evening.

## VISITORS AT THE HOTELS.

HONGKONG.

Alberta, K. Lewis, L. S.

Andrus, C. J. Luckie, A. R.

Andrus, Mrs. C. J. Luttinghaus, P.

Baker, A. S. Macdonald, D.

Berryhill, Dr. T. A. Mackay, C. H.

Bingham, Mr. & Mrs. Maher, James

J. E. and child Marriott, Dr. O.

Birbeck, R. J. Matsda, K.

Bissell, W. S. Meikle, Mr. and Mrs.

Bisney, S. E.

Blair, D. K. Merles, Mrs. P. N.

Brighton, F. G. Miller, P. L.

Broughall, L. Moon, Mr. & Mrs. E. M.

Carter, W. L. Moore, Dr. W. B. A.

Chalmers, Dr. Morrison, Mrs.

Chambers, Mr. & Mrs. Muller, Dr. F.

H. K. Murray, E. H.

Clark, Hon. Dr. Francis Murray, P. C.

Clark, T. C. Newton, A. G.

Clegg, A. M., Eng. Lt. O'Neil, J. L. Hugh

and Mrs. H. J. O'Neil, C. C.

Cunningham, G. Pan, Mr. and Mrs. F.

Davis, P. O. Parfitt, W.

Deacon, F. B. Parfitt, W.

Doolittle, F. H. Parfitt, W.

Douglas, Capt. & Mrs. T. L.

Downing, Mr. and Mrs. T. C.

Ermeries, V. A. Roach, Mrs. J. S. and child

Eymael, A. F. Fletcher, L.

Fletcher, H. Rosell, Mr. & Mrs. A.

Frost, B. L. Scott, A. O.

Glover, C. Skinn, A. J.

Grant, A. W. Skinn, A. J.

Grove, Dr. and Mrs. F. Skinn, A. J.

Hall, Capt. J. Soper, E. A.

Hagedorn, F. C. Soper, E. A.

Hagedorn, Mrs. Speedman, H.

Hanson, J. Stanley, A. L.

Harding, R. Stewart, W. M.

Haselt, H. J. Swindells, Dr. Edgar

Hurst, R. N., Engineer Thompson, M. L.

Capt. Thornbrow, J.

Innes, Capt. R. Trimmell, W. D.

Kemp, H. H. Unbehau, C. H.

Kerr, F. Vickers, R. C.

Knaggs, Dr. Samuel Wales, H. H.

Kranz, C. Ward, J. C.

Laid, A. H. Watkins, Miss E.

Laing, Dr. Williams, I. V.

Large, J. C. Wright, Mr. and Mrs.

Lewis, A. R.

CRAIGIEBURD.

Barnett, H. J. O. Russell, Mrs.

Dann, G. H. Smith, E. Grant

Gaskell, Mr. and Mrs. Smith, Mr. and Mrs.

Gibbons, J. B. Grant

Kaptein, B. D. Smith, H. Percy

Lyons, F. M. Webb, Mr. and Mrs.

Marchant, Capt. and Mrs. Montague

Mrs. and children Wilson, Dr. Newell

McPherson, J. L. Young, J. Ashton

Nicholls, E. A.

July 6 at 10 a.m. July 6 at 4 p.m.

Humidity 83 79

Temperature 75 91

Rainfall .....

PEAK.

Alcott, E. F. King, Dr. and Mrs.

Beattie, A. P. Louder, Mr.

Beattie, Mr. and Mrs. Macdonald, Mr.

Boucher, Mr. & Mrs. Manly, R.

Boyd, Capt. and Mrs. Maize, Mr. and Mrs. G.

Brown, Mr. & Mrs. D.E. Mitchell, R.

Chabrier, A. N. Moron, Mr. and Mrs.

Cock, Mr. & Mrs. A.E. Herbert

Darling, Col. Muelle, E.

Dixon, Mr. O'Neil, J. L. Hugh

Edwards, Mr. and Mrs. Parry, Major

Gales, Capt. Paxton, Capt. H. W.

Hallingsworth, Mr. and Mrs. Phillips, Major

Harker, B. Brotherton Pollock, K.C., Mr.

Hassan, Mr. and Mrs. Reife, Dr. and Mrs.

Haynes, Col. Sawyer, Capt. and Mrs.

Hazelton, F. A. Sinclair, A.

Helspaun, A. Stadi, Mr. and Mrs.

Hell, Mr. and Mrs. Van, Mr.

Hindokof, Mr. & Mrs. Thomas, Mr.

Hudig, D. Uffel, W. von

Jeffries, H. U. Vandin, Gordon

Johnson, Rev. Verker, Capt. and

Joseph, Mr. and Mrs. Mrs.

Kaye, Major and Mrs. White, Dr. and Mrs.

Kelsall, Major & Mrs. M. J.

Alford, J. R. Lindenberg, W.

Anderson, G. Lowe, Mr. and Mrs.

Bierman, Dr. J. Lowe, Miss Siecie

Brusco, Dr. F. Majer, Capt. and Mrs.

Chandler, Lieut. (Army and child

Educ "Dept" Muller, P.

Fisher, R. Munro, Miss J.

Frank, G. O'Neil, D.

Germ, H. Ome, A.

Hals, C. E. Owen, O. E.

Harms, F. Paldmann, Capt. H.

Heimreich, H. Pmann, R.

Hollinger, Dr. F. Rasmussen, M.

Jensen, H. Ross, Mr. and Mrs. G.

Johnson, R. C. H. and children

Key, Dr. H. Schmidt, Dr. H.

Kober, Dr. G. Vojacek, R.

Kock, H. Wams, C. A.

Krill, G. Wawanke, A.

Leonhardt, Dr. M. A. Yenschemied, A.

Evans, Mr. and Mrs. Price, Capt. and Mrs.

Pinkers and child O. L.

Hall, J. S. Tenkate, Mr. and Mrs.

Juland, H. R. Villenor, J. H.

\* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.	TONS.	GUNS.	H. P.	COMMANDING OFFICERS.	LAST REPORTED AT
Achiron	armoured gunboat	1,796	10	1,700	Lieut. Ferret	Saigon
Agave	river gunboat	123	—	—	Lieut. Jeannel	Canton
Avalanche	river gunboat	140	5	150	—	Haiphong
Bajonnette	river gunboat	—	—	150	—	Saigon
Caronade	river gunboat	—	—	150	—	Saigon
Casse-tête	river gunboat	140	5	150	—	Saigon
Comble	gunboat	525	4	438	Lieut. Merveilleux de Vignaux	Gulf of Siam
D'Assas	armoured cruiser	4,000	31	9,500	Captain Allaire	Baie d'Along
Décide	gunboat	645	10	1,000	Lieutenant L'Est	Haiphong
Descartes	cruiser	3,985	14	5,500	Commander Amet	Baie d'Along
Estoc	river gunboat	303	—	—	Lieut. Mère	Haiphong
Francisque	destroyer	303	7	6,300	Lieut. Coton	Haiphong
Fronda	destroyer	350	—	303	Lieut. Jehenne	Haiphong
Gueydon	protected cruiser	—	—	—	—	Baie d'Along
Heurt Riviere	armoured cruiser	9,376	7	20,300	Capt. Ridoux	Baie d'Along
Heurt Riviere	river gunboat	—	—	—	—	Haiphong
Jacquin	river gunboat	200	6	308	Lieut. Corloux	Haiphong
Javeline	destroyer	307	—	300	Commander Sagot-Duval	Haiphong
Kerlain	cruiser	1,250	7	2,200	Commander Simon	Saigon
Lynx	sub-marine	—	—	—	Armbruster	—
Montcalm	armoured cruiser	9,700	12	10,600	Capt. Duval	Baie d'Along
Monarque	destroyer	307	7	6,300	Lieut. Prat	Baie d'Along
Oly	river gunboat	—	—	—	Lieut. Grallier	Chungking
Peiho	gunboat	—	—	—	Lieut. Lavissiere	Tongku
Pistole	destroyer	307	7	6,300	Lieut. de Reinach-Werb	Baie d'Along
Protée	sub-marine	—	—	—	Lieut. Glorieux	Saigon
Redoutable	battleship, reentry	9,437	8	6,671	Commodore C. P. M. Poidesse	Haiphong
Rabre	destroyer	—	—	—	Lieut. Leball	Saigon
Slyx	armoured gunboat	1,796	10	1,700	Capt. Durand	Baie d'Along
Sully	river gunboat	10,014	38	20,000	Capt. Guilbert	Baie d'Along
Takung	gunboat	620	2	900	Lieut. Roque	Upper Yangtze
Takung	destroyer	250	6	—	—	Haiphong
Vauban	battleship, reserve	6,150	23	4,150	Capt. Terquem	Saigon
Vigilante	river gunboat	123	7	100	Lieut. Brugnon	Nanningfa



# **Mails.** **MESSAGERIES MARITIMES** FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIC."

Captain Courret, will be despatched for MARSEILLES on TUESDAY, the 11th July, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *TOURANE*.....25th July.  
S.S. *TOKIN*.....8th August.  
S.S. *ARMAND BELLE*.....22nd August.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 27th June, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA."

Captain C. D. Goldsmith, R.N.R., carrying H.M. Majesty's Mails, will be despatched from this for HOMBAY, on SATURDAY, the 15th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marina*, 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Vanuatu, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia*, due in London on the 27th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 4th July, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

*Pleasant* 3,753 F.G. Purinton At. July 12

*Shamut* 9,666 E. V. Roberts " July 20

*Tremont* 9,666 T.W. Garlick " Aug. 8

! Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shamut* and *Tremont*

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 26th June, 1905.

## **ACHEE & CO.**

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&C., &C., &C.

KODAKS, FILMS,

Telephone 1256.

—AND—

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION,

Hongkong, 16th May, 1905.

### **To Let.**

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Gaine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527]

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

S. DISNEY,

Hongkong Hotel.

Hongkong, 8th June, 1905. [639]

TO LET.

SEMI-DETACHED VILLAS, Two, in

Garden Road, near the Ferry, with Fine

Bright and Airy Rooms. GAS and ELECTRIC

BELLS laid on. Commanding fine view of the

Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Almeida Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy

Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th June, 1905. [692]

TO LET.

NO. 12, KNUITSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th May, 1905. [537]

TO LET.

A BUILDING at CAUSEWAY BAY, at

present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [69]

For Sale.

GREEN ISLAND CEMENT COMPANY,

LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

Apply to—

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT,

Gasoline,

Lamps of all descriptions

from the best makers.

Incandescent

Mantles,

Chimneys,

Globes, Shades,

&c., for

Gasoline and

Gas Lamps at the most

moderate prices.

Lamps fixed

up for Buyers

free of charge.

Naphtha of the best kind

kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace,

Hongkong, 16th November, 1904

### **SHARE QUOTATIONS.**

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ £1,000,000 \$8,000,000 \$300,000	\$1,493,408	{ Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=£25.46 for second half-year 1904	5 1/2 %	{ \$830 London £87 \$37 buyers
National Bank of China, Limited	99,925	£7	£5	{ \$200,000	\$41,768	{ \$2 (London 3/6) for 1903	...	...
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 81,739	\$150,494	\$17 for 1903	5 1/2 %	\$320 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$950,000 \$151,992 \$362,166 \$371,445	Nil.	\$4 1/2 for year ended 30.1.1904	6 %	\$74 sales
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82 buyers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,850,000 \$2,078,997	\$2,078,997	\$35 for 1903	5 %	\$700 buyers
Yankee Insurance Association, Limited	8,000	\$100	\$60	{ \$700,000 \$37,704	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$172 1/2
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	{ \$200,000 \$218,093 \$2,761	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$87 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,200,595	\$360,372	\$34 for 1903	11 1/2 %	\$302 1/2
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000	\$8,832	\$1 for 1904	4 1/2 %	\$21
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$85,419	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$250,000 \$18,444	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$27
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £205,000 £100,000	£5,853	10/- for 1903 @ 1/10 5/16=£5.378	5 1/2 %	\$96 buyers
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 25,000	Tls. 43,762	{ Tls. 2 1/2 final making Tls. 4 1/2 for 1904	7 1/2 %	Tls. 61
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ £40,000	Tls. 43,762	{ Tls. 1 1/2 final making Tls. 3 1/2 for 1904	7 1/2 %	Tls. 50 sales
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £4,116	£38,852	Interim of 1/- (Coupon No. 5) for 1904	4 1/2 %	27/- sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$65,000	\$929	{ \$1.80 for year ending 30.1.1905	5 1/2 %	\$35 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$400,000 \$21,231	\$10 for 1904	\$10 for 1904	7 %	\$142
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 120,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904	11 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000	\$2,812	Final of \$15 making \$20 for 1904	9 1/2 %	\$213 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none	\$85,087	\$3 for 1897	3 1/2 %	\$31 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	3 1/2 %	Tls. 7 1/2 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £40,000	£7,820	Interim of 1/- (No. 4)	5 1/2 %	Tls. 7 1/2 ex d. v. b.
Oriental Consolidated Mining Company, Limited	50,000	Tls. 10	Tls. 10	{ none	G \$673,093	50 cents making G \$1 for 1904	5 1/2 %	£3 1/2
Kaib Australian Gold Mining Company, Limited	50,000	£1	£1	{ £8,731	Dr. £4,029	No. 12 of 1/-=48 cents	...	\$6 1/2 sales
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
FARNHAM, (S. C.) BOYD & CO., LIMITED.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 14,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2 %	Tls. 140 buyers
Fenwick (Gen.) & Co., Limited	6,000	\$25	\$25	{ \$70,000	\$8,577	\$3.75 for 1904	11 1/2 %	\$33 1/2
HONGKONG & KOWLOON WHARF AND GODOWN, CO., LTD.								
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	{ \$100,000 \$20,422	\$20,422	Final of \$2 1/2 making \$5 for 1904	5 1/2 %	\$95 buyers
HONGKONG AND WHAMPOA DOCK COMPANY, LTD.								
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$33,500	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	7 1/2 %	\$195
Howarth Erskine, Limited	12,000	\$100	\$100	{ \$60,000	...	\$10 div. & \$5 bonus for year end. 30/6/04	4 1/2 %	\$270 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	{ \$55,500	\$489	\$1 1/2 for 1903	7 %	\$81 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	{ \$150,000	\$49,936	{ \$10 div. and \$2 1/2 bonus for 1903	5 1/2 %	\$22 1/2
Do. (Preference)	2,750	\$100	\$100	{ ...	...	{ \$7 dividend	6 1/2 %	\$111 1/2
SHANGHAI AND HONGKOW WHARF COMPANY								
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 487,210	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	5 1/2 %	Tls. 187 1/2 buyers
Tanjong Pagar Dock Company, Limited	32,000	\$100	\$100	{ \$2,100,000	\$206,645	\$20 for 2nd half year making \$26 for 1904	6 1/2 %	\$38 1/2
Yankee Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 185 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ none	\$9,089	\$2 1/2 for year ended 30.6.1904	8 %	\$31 1/2
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 10	Tls. 10	{ Tls. 3,000	Tls. 805	Final of Tls. 5 making Tls. 9	8 1/2 %	Tls. 135 sales
Central Stores, Limited	6,000	\$15	\$15	{ \$20,000	\$1,502	Final of 60 cents making \$1.80 for 1904	10 %	\$18 sales
Do. (Founders')	121	\$15	\$15	{ ...	...	None	7 %	\$102
Do. (New Issue)	2	\$15	\$15	{ ...	...	Preferential of 7 per cent for 1904	7 %	\$7 1/2 sales
HONGKONG HOTEL COMPANY, LIMITED								
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$3,554	\$3,554	\$5 for second half-year making \$10 for 1904	7 %	\$140
HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000	\$37,875	Final of \$6 making \$12 for 1904	10 1/2 %	\$115
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ Tls. 20,986	Tls. 7,302	Tls. 2 1/2 for the year ending 31.3.1905	13 %	Tls. 19
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ ...	First year	Interim of \$4	...	\$105
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,094	\$11,958	90 cents for 1904	7 %	\$12 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$50,000	\$377	\$3 for 1904	7 1/2 %	\$40 sellers
SHANGHAI LAND INVESTMENT COMPANY, LIMITED								
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 828,813	Tls. 40,666	{ Tls. 3 final and Tls. 2 bonus making	6 1/2 %	Tls. 122 1/2 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none	Tls. 670	Tls. 8 for 1904	...	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	{ Tls. 67,300	Tls. 735	Tls. 5 for 1904	...	Tls. 120 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	{ none	Tls. 5,150	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	...
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$1,247	None	...	Tls. 12 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	9 1/2 %	Tls. 44 buyers
Hongkong Cotton Spinning, Weaving and Dyeing	125,000	\$10	\$10	{ none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$16 1/2
Company, Limited	...	...	...	...	...	...	...	...
INTERNATIONAL COTTON MANUFACTURING COMPANY, LTD.								
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000	Tls. 13,639	Interim of 3 a/c 1898	...	Tls. 41 sales
Loau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 35,227	Tls. 10,000	Interim of 4 a/c 1898 on 6,000 shares	...	Tls. 47 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 8,115	Tls. 22,030	4 % for 1897	...	Tls. 160 sales
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	{ none	Dr. P. 2,584	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	7,500	\$10	\$10	{ none	Dr. P. 2,584	First year	...	\$9 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none	...	First year	...	\$125 buyers
Bel's Asbestos Estate Agency, Limited	8,664	12/6	12/6	{ none	£161	6d. per share for 1903	...	\$5 1/2 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$8,000	\$1,182	\$3 for 1904	8 1/2 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904	8 1/2 %	\$2 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 30,000	Tls. 718	Tls. 5 for 1904	8 %	Tls. 63 1/2 sales
China Light and Power Company, Limited	30,000	\$10	\$10	{ \$3,739	...	None	...	110
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000	\$1,581	80 cents for 1904	9 1/2 %	\$8 1/2 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ ...	...	\$1 1/2 for year ending 31.7.1903	...	\$17 sellers
Diaper and Neave, Limited	4,500	\$50	\$50	{ \$712,500	\$2,706 1/2	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$100
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$400,000	\$95,054	\$2 for 1904	7 1/2 %	\$26 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$500,000 \$168,000	\$7,551	Final of \$14 making \$24	9 1/2 %	\$27 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £25,394 £3,000	£8,188	\$1 div. and 2/- bonus for 1904	7 %	\$170 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$5	{ none	\$1,747	{ \$1.00 for the year ending 30.4.1904	6 %	\$17
Hongkong High-Level Tramways Company, Ltd.	30,000	\$100	\$5	{ none	\$2,795	{ \$5 for year ending 30.11.1904	4 1/2 %	\$11
Hongkong Ice Company, Limited	1,350	\$100	\$100	{ \$50,000	\$2,795	\$15 for year ending 30.11.1904	7 %	\$122 1/2 buyers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	{ \$50,000	\$5,356	Final of \$13 making \$17 for 1904	7 %	\$424 1/2
Hongkong Steam Waterboat Company, Limited	10,000	\$50	\$50	{ \$60,000	\$11,137	\$10 for 1904	7 %	\$152 buyers
Katz Brothers, Limited	15,000	\$10	\$10	{ \$4,500	\$299	{ Final 90 cts. and 50 cts. bonus making	12 %	\$16
Law, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	{ \$475,000	\$3,400	\$1.90 for the year ended 30.4.1904	...	\$135 buyers
Maatschappij tot Mijn. Bosch-en Landbouw- exploitatie in Langkat, Limited	2,500	\$100	\$100	{ none	\$21,581	Interim of \$5	7 1/2 %	\$145 buyers
Maynard and Company, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 528,210	Tls. 35,849	{ 2nd quarterly of Tls. 5, paid 15.6.05 mak- ing 50 for Tls. 12 1/2 for 1905	16 1/2 %	Tls. 207 1/2 sellers
Moutrie (L.) & Company, Limited	3,400	\$10	\$10	{ none	Dr. Tls. 117,038	\$2 for year ended 31.10.1904	9 %	\$23
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	7,000	Tls. 50	Tls. 50	{ none	...	Tls. 5 for 1902	...	Tls. 25
Shanghai Gas Company, Limited	4,000	\$50	\$50	{ \$1,000	\$832	{ Final of \$3 making \$5 for the year ending	9 %	\$54 sales
Shanghai Horse Bazaar Company, Limited	1,200	\$50	\$50	{ None	Dr. \$5,537	\$60.04	...	\$50
Shanghai Paper and Paper Company, Limited	15,000	Tls. 50	Tls. 50	{ Tls. 145,000	Tls. 8,011	Final of Tls. 5 making Tls. 2 1/2 for 1904	7 %	\$122 1/2 buyers
Shanghai Paper and Paper Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 108,172	Tls. 10,247	Tls. 5 for 1903	6 %	Tls. 80 sales
Shanghai Paper and Paper Company, Limited	5,400	Tls. 100	Tls. 100	{ Tls. 45,000	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904	8 1/2 %	Tls. 167 1/2 sales
Singapore Dispensary, Limited	7,200	£20	£20	{ Tls. 170,000	Tls. 17,220	Final of 37/6 making \$26 for 1904	...	Tls. 420 sales
South China Morning Post, Limited	6,000	\$25	\$25	{ none	\$1,760	\$6 1/2 for year ending 31.7.1904	...	\$80 sales
Steam Laundry Company, Limited	5,000	\$5	\$5	{ none	Dr. \$5,068	None	...	\$25
Straits Ice Company, Limited	10,000	\$100	\$100	{ \$11,000	\$3,744	{ 60 cents for year ended 31.5.04	7 1/2 %	\$8 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	{ \$750,000	\$84,813	\$10 for second half year 1904	13 1/2 %	\$74 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	{ none	Tls. 2,025	{ \$1 div. and 35 cents bonus for half year	6 1/2 %	\$40 1/2
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295	Tls. 1,012	ended 30.9.1904	...	T.Tls. 100
United Asbestos Oriental Agency, Limited	9,900	\$10	\$4 1/2	{ \$10,000	\$480	Final of Tls. 2 1/2 making Tls. 8 1/2 for 1904/5	7 %	T.Tls. 200
Do. (Founders')	100	\$10	\$10	{ \$4,802	\$12,624	{ 90 cents for year ended 31.5.1904	9 1/2 %	\$9 1/2 sales
Watkins, Limited	10,000	\$10	\$10	{ \$30,000	\$6,296	\$20 for 1903	16 1/2 %	\$480 buyers
Watkins, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$35,000	\$6,296	Final of 50 cents making \$1 for 1904	8 %	\$8 sellers
William Powell, Limited	12,000	\$10	\$10	{ \$4,000	\$588	{ Final of 50 cents making \$1 for 1904	8 1/2 %	\$12 1/2 sales
						Interim of 50 cents for year 1904/1905	...	\$12 1/2 sales